



# OLD TOWN SAN DIEGO

Community Plan Draft  
September 2015



The City of San Diego



This page is intentionally left blank.

## Old Town San Diego Community Plan

### DISCUSSION DRAFT, SEPTEMBER 2015

Dear Old Town Community Members,

This discussion draft of the updated Old Town San Diego Community Plan is being released for community review, discussion and input. Planning Department staff has worked to develop a community plan based on community input that provides guidance to maintain and enhance Old Town's historic community character. This draft community plan update would serve as both the land use plan and architectural guidelines, combining the existing Community Plan and Architectural and Site Design Standards & Criteria into one comprehensive reference document.

We invite the community's input and contributions on the draft Community Plan as we continue with the update process. Please let us know if you have any suggestions regarding the discussions, policies or photographs. Through fall 2015, we will continue to work with the Old Town San Diego Community Planning Group, community members and the public to fine-tune the draft and to prepare streetscape illustrations. This fall we will provide an updated Old Town Planned District Ordinance and the Public Review Draft for additional review and input.

We look forward to your comments, recommendations and questions, which can be submitted to Vickie White via email at [vwhite@sandiego.gov](mailto:vwhite@sandiego.gov) or via letter at 1222 First Avenue, MS 413, San Diego, CA 92101. Thank you for your continued participation in the Old Town Community Plan update process!

Sincerely,

Vickie White, Senior Planner  
Elizabeth Ocampo Vivero, Associate Planner  
Tait Galloway, Principal Planner



## Acknowledgments

### MAYOR

Kevin Faulconer

### CITY ATTORNEY

Jan Goldsmith

### CITY COUNCIL

Sherri Lightner, District 1  
Lorie Zapf, District 2  
Todd Gloria, District 3  
Myrtle Cole, District 4  
Mark Kersey, District 5  
Chris Cate, District 6  
Scott Sherman, District 7  
David Alvarez, District 8  
Marti Emerald, District 9

### PLANNING COMMISSION

Tim Golba  
Stephen Haase  
Douglas Austin  
Susan Peerson  
Theresa Quiroz  
Anthony Wagner  
James Whalen

### PLANNING DEPARTMENT

Tom Tomlinson, Interim Planning Director  
Nancy Bragado, Deputy Director  
Tait Galloway, Principal Planner  
Vickie White, Senior Planner  
Elizabeth Ocampo Vivero, Associate Planner  
Samir Hajjiri, Senior Traffic Engineer  
Tanner French, Associate Traffic Engineer  
Kelley Stanco, Senior Planner  
Michael Klein, Information Systems Analyst IV  
Leo DeJesus, Principal Drafting Aide  
Toni Dillon, Community Development Specialist IV  
Robin Shifflet, Development Project Manager III  
Craig Hooker, Park Designer  
Myra Herrmann, Senior Planner  
Bobby Mordenti, Associate Planner  
Steve Bossi, Associate Planner  
Isabel Stonehouse, Planning Intern

### OLD TOWN SAN DIEGO COMMUNITY PLANNING GROUP

Chuck Ambers  
Gloria Andrade  
Thurston Coe  
Ann Dahlkamp  
Vickie Durham  
Patricia Fillet  
Fred Grand  
Bruce Johnson  
Geoffrey Mogilner  
Randall Perez  
David Thornton  
Richard Stegner  
David Swarens  
Robert Zink

### CONTRIBUTIONS BY

David Bevilaqua  
Bruce Coons  
Tom Doyle  
Gary Lamble  
Diane Lowery  
Marie Pedrin-Gizoni  
Lorna Rice  
Christine Robinson  
Chuck Ross  
Richard Dennison, California State Parks  
Rob Hutsel, San Diego River Park Foundation  
Cailin Hunsaker, County of San Diego Parks  
Larry Duke, County of San Diego Parks  
Parish Rye, City of San Diego Parks  
Casey Smith, City of San Diego Parks

### CONSULTANT TEAM

AECOM  
Chen Ryan & Associates  
Fehr & Peers  
Galvin Preservation Associates  
Keyser Marston Associates  
Winter & Associates



# Table of Contents

## 1. INTRODUCTION

1.1	Guiding Principles	2
1.2	Purpose	3
1.3	Plan Organization	3
1.4	Planning Process	4
1.5	Historical Background	5
1.6	Legislative Framework	7
1.7	Environmental Impact Report	8

## 2. HISTORIC PRESERVATION

2.1	Historic Context	11
2.2	Identification and Preservation of Historical Resources	19
2.3	Educational Opportunities and Incentives	24

## 3. LAND USE

3.1	Existing Land Use	32
3.2	Plan Land Use	32
3.3	Presidio Sub-District	37
3.4	Historic Core Sub-District	40
3.5	Core Sub-District	42
3.6	Hortensia Sub-District	44
3.7	Heritage Sub-District	45
3.8	Taylor Sub-District	46
3.9	Residential Sub-Districts	47
3.10	Hillside Sub-District	48
3.11	Community Plan Horizon	48

## 4. MOBILITY

4.1	Pedestrian Environment	51
4.2	Bicycling	53
4.3	Transit	55
4.4	Parking	56
4.5	Wayfinding Signage	58
4.6	Streets	59

**5. URBAN DESIGN**

5.1 Building Design: Architectural Criteria ..... 69

5.2 Building Design: Architectural Styles ..... 74

5.3 Building Design: Sustainability ..... 90

5.4 Site Design ..... 91

5.5 Landscaping ..... 98

5.6 Signage ..... 101

5.7 Streetscape ..... 109

5.8 Street Corridors and Gateways ..... 113

5.9 Wayfinding ..... 118

**6. ECONOMIC PROSPERITY**

6.1 Employment Uses ..... 121

**7. PUBLIC FACILITIES, SERVICES & SAFETY**

7.1 Police, Fire and Rescue ..... 124

7.2 Education and Library ..... 125

7.3 Utilities ..... 125

7.4 Maintenance, Landscaping and Lighting ..... 126

7.5 Water and Sewer Infrastructure ..... 126

7.6 Health and Safety ..... 127

**8. RECREATION ELEMENT**

8.1 Population-Based Parks and Recreation Facilities ..... 131

**9. CONSERVATION**

**10. NOISE & AIR QUALITY**

10.1 Noise ..... 139

10.2 Air Quality ..... 140

**11. IMPLEMENTATION**

11.1 Key Actions ..... 142

11.2 Funding Mechanisms ..... 142

11.3 Priority Public Improvements and Funding ..... 142

## List of Figures

Figure 1-1: Community Location .....	3
Figure 2-1: Potential Historic District .....	23
Figure 2-2: Designated Historic Resources .....	29
Figure 3-1: Land Use Map .....	35
Figure 3-2: Sub-Districts .....	36
Figure 4-1: Pedestrian Routes .....	52
Figure 4-2: Bicycle Routes .....	54
Figure 4-3: Street Classifications .....	60
Figure 4-4: Mobility Improvements .....	65
Figure 5-1: Historical Precedent Building – Casa de Estudillo .....	70
Figure 5-2: Historical Precedent Building – Cosmopolitan Hotel .....	71
Figure 5-3: Spanish Period Architectural Style – Casa de Carrillo .....	75
Figure 5-4: Spanish Period (1769-1821) – Architectural Features A .....	76
Figure 5-5: Mexican Period Architectural Style – Casa de Estudillo .....	79
Figure 5-6: Mexican Period Architectural Style – Casa de Machado-Stewart .....	80
Figure 5-7: Mexican Period Architectural Style – Casa Bandini .....	81
Figure 5-8: Mexican Period (1821-1846) – Architectural Features A .....	82
Figure 5-9: Early American Period Architectural Style – Johnson House .....	85
Figure 5-10: Early American Period Architectural Style – Derby-Pendleton House .....	86
Figure 5-11: Early American Period Architectural Style – Whaley House .....	87
Figure 5-12: Early American Period (1846-1871) – Architectural Features A .....	88
Figure 5-13: Site Design Concepts A .....	96
Figure 5-14: Sign Lettering Styles .....	107
Figure 5-15: Streetscape Concepts A .....	111
Figure 5-16: Street Corridors and Gateways .....	117
Figure 7-1: Geologic and Seismic Hazards .....	128
Figure 8-1: Population-Based Parks .....	134

## List of Tables

Table 2-1: Designated Historical Resources in Old Town, Grouped by Theme	26
Table 2-2: Potentially Significant Historic Resources in Old Town	30
Table 3-1: Existing Land Use Distribution	32
Table 3-2: Plan Land Use Densities and Intensities	34
Table 3-3: Planning Horizon	48
Table 5-1: Planting Palette A - Herbaceous Plants	99
Table 5-2: Planting Palette B – Landscape Tree Species	100
Table 5-4: Street Corridors – Street Tree Plan	116
Table 8-1: Population-Based Parks Summary	132
Table 11-1: Implementation Action Matrix	143

## List of Boxes

Box 1-1: Government Jurisdictions	7
Box 4-1: Pedestrian Route Types	51
Box 4-2: Bicycle Route Classifications	53
Box 4-3: Transit System	55
Box 4-4: Parking Management and Supply Strategies	56
Box 5-1: Maximum Building Sizes - Historical Precedent	69
Box 5-2: Sustainable Building Features	90
Box 8-1: General Plan Park and Recreation Facilities Standards	131



# 1

## INTRODUCTION

- 1.1 GUIDING PRINCIPLES
- 1.2 PURPOSE
- 1.3 PLAN ORGANIZATION
- 1.4 PLANNING PROCESS
- 1.5 HISTORICAL BACKGROUND
- 1.6 LEGISLATIVE FRAMEWORK
- 1.7 ENVIRONMENTAL IMPACT REPORT

# 1. Introduction

Old Town San Diego has significant historical importance for the City of San Diego. It is the site of initial settlement in the City and the birthplace of the State of California. The rich heritage of this community is of immense value to present and future generations. Old Town is a historic and cultural destination for visitors, which supports the community's retail and restaurant businesses, hotels, and museums. The Community Plan provides a vision that preserves and enhances the historical significance and supports a balance between residential and visitor-oriented uses. Figure 1-1 shows Old Town's location and its surrounding communities.

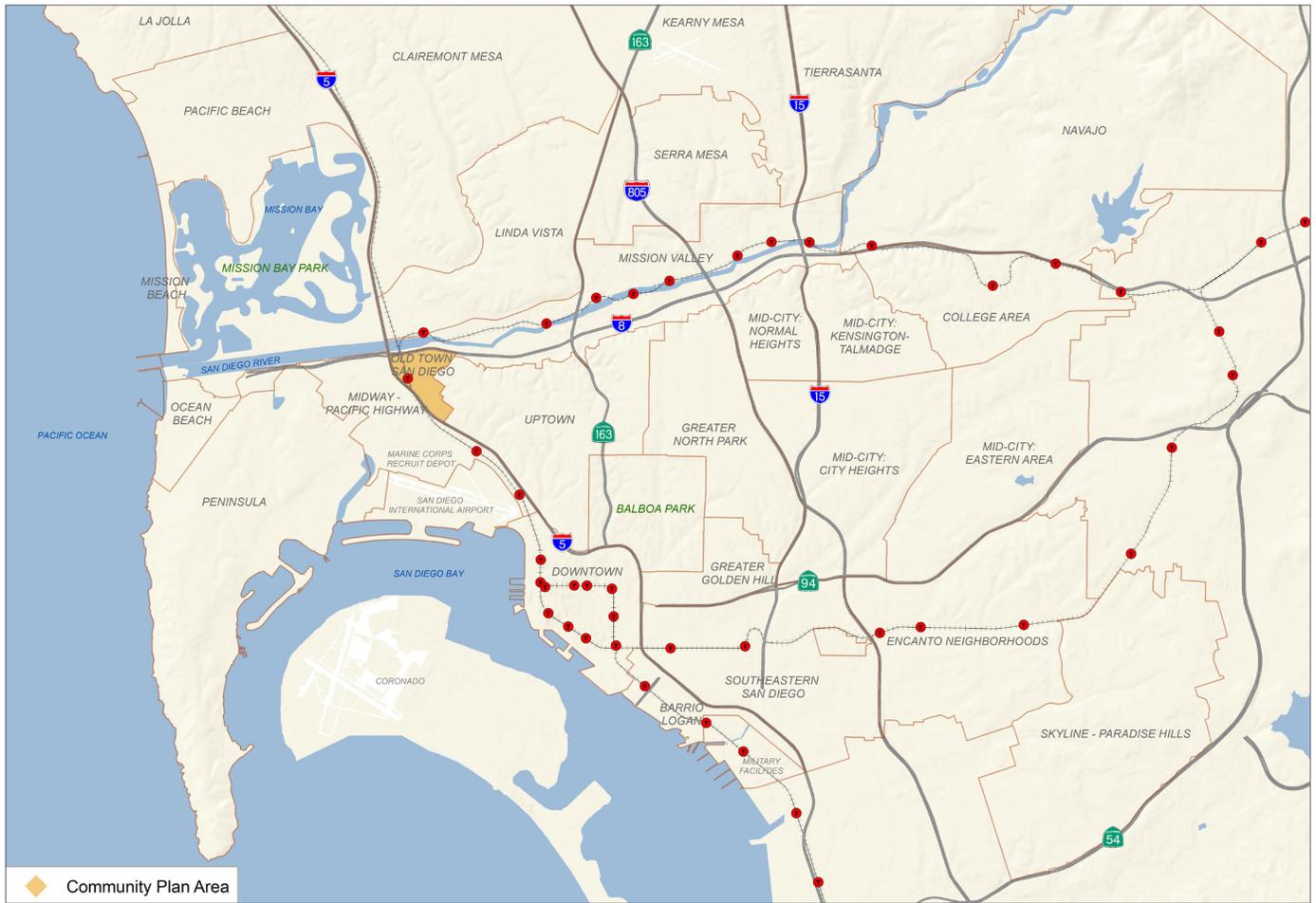
## 1.1 Guiding Principles

The Guiding Principles are at the heart of the Community Plan. They express a vision for Old Town as the "Birthplace of the State of California," together creating the overarching goals that the Plan strives to achieve. The Principles provide the platform for the detailed policies of the Plan, which will guide further development in pursuit of this vision in a manner consistent with the General Plan goals and policies. The Old Town Planned District Ordinance along with citywide regulations implements the Community Plan vision and policies.

### GUIDING PRINCIPLES

- A Community of National and International Historic Importance. The Community Plan respects the importance of Old Town San Diego as the site of initial settlement in the City and the birthplace of the State of California. The Plan envisions a community with buildings that replicate, retain, and enhance the distinctive character that existed prior to 1871.
- A Community Founded by People of Diverse Heritages. The Community Plan acknowledges that Old Town San Diego was the site of the Native American Kumeyaay village of Kosaii, and founded as San Diego by the Spanish explorers and missionaries, and later expanded and shaped by Mexican and American settlers.
- A Visitor Destination and a Residential Community. The Community Plan recognizes the importance of Old Town as both a visitor destination and an established residential community.
- A Small and Local Business Core. The Community Plan bolsters Old Town San Diego as a historic and cultural destination that supports the creation of small and local businesses that serve residents and visitors and attracts office and service uses.
- A Pedestrian-Oriented Community with Historic Block Patterns. The Community Plan acknowledges that Old Town San Diego functions as a pedestrian-oriented town with an established small block grid pattern. The Plan envisions a mobility system that provides options for people to walk, ride a bicycle, or take transit to parks, shops, hotels, historic and cultural attractions, and housing to enhance the historic character of the community and that maintains the historic block pattern.
- A Community Connected to its Heritage and Open Space Areas. The Community Plan seeks to strengthen historical relationships between Old Town State Historical Park, Presidio Park and the San Diego River Park with pedestrian and bicycle connections.

**FIGURE 1-1: COMMUNITY LOCATION**



## 1.2 Purpose

The Community Plan provides:

- A vision with goals and policies to guide the future growth and development within Old Town San Diego, consistent with the General Plan;
- Strategies and implementing actions to accomplish the vision;
- Guidance to design and evaluate development proposals and improvement projects;
- The basis for implementation including zoning, development regulations, and a public facilities financing plan;
- Specific direction for implementing actions that may need to be developed further and/or carried out by the City, or another governmental agency.

## 1.3 Plan Organization

The Community Plan is organized into nine Elements, an introduction chapter and an implementation chapter. Each element contains an introduction section and is further divided into sections that discuss specific topics. Each element contains one or more goals that express its broad intent, and community-specific policies that provide guidance and direction to implement those goals. These community-specific policies supplement the relevant citywide General Plan policies.

## 1.4 Planning Process

### PLANNING HISTORY

In 1966, following the passage of the 1964 Cameron-Unruh Beach, Park, Recreational and Historical Facilities Act, the State of California took steps to initiate the creation of a State Historic Park at Old Town in San Diego. The City of San Diego agreed to assist in the effort to create Old Town State Park, through funding a portion of the land acquisition costs and establishment of the Old Town San Diego Architectural Control District Ordinance regulations designed to ensure building designs compatible with the historical context of the community. In June 1966, the Old Town San Diego Community Planning Committee, comprised of interested residents, property owners, business owners, historians, and others, was officially recognized and began development of a long range development plan for Old Town jointly with City staff. The first Old San Diego Community Plan was adopted in 1968. The Old San Diego Architectural and Site Development Standards and Criteria, a supplement to the Architectural Control District Ordinance (renamed the Planned District Ordinance), were adopted in 1973 to provide visual illustrations of the historically compatible architectural and urban design vision for Old Town.

Development outside of the State Park in the 1970s and 1980s, primarily commercial and hotel uses, was often larger in scale than the pre-1871 historical building precedents in Old Town and incorporated a mix of historical and modern building characteristics. In response to these development trends, an updated Old Town San Diego Community Plan and Planned District Ordinance were prepared by City staff and Old Town stakeholders and adopted in 1987 to provide updated community goals and objectives to achieve the vision of the 1968 Community Plan.

### 2015 COMMUNITY PLAN

This Old Town San Diego Community Plan provides a framework of land use and urban design policies to assist development in Old Town over the next 20 to 30 years to realize the goal of the 1968 Old San Diego Community Plan: a historically compatible and vital community with an appearance reflective of the community's history prior to 1871.

The Community Plan has been prepared in a collaboration between Old Town stakeholders and City staff to address the community's development needs and improve the available policy and regulatory tools (Community Plan, Old San Diego Architectural and Site Development Standards and Criteria, and Old Town San Diego Planned District Ordinance) that define the architectural styles and public realm elements which together create the desired Old Town community character.

The Old Town San Diego Community Planning Group, along with additional stakeholders, formed a Community Plan Update Advisory Meeting that convened in a series of public meetings to identify issues and land use concepts to be explored during the development of this Community Plan. Public input was obtained through workshops where residents, property owners, business owners and operators, advocacy groups, and stakeholders weighed in on issues and provided recommendations.

Key features of this Community Plan are:

- Updated plan organization, discussions, and policies to improve the reader's understanding of the historic context of Old Town and the architectural and urban design standards and requirements for new development in the community;
- Incorporation of the content of the 1973 Old San Diego Architectural and Site Development Standards and Criteria document into the Community Plan to improve implementation of the Old Town architectural and urban design requirements; and
- Updated photographs, illustrations, graphics, and maps that: capture examples of historically compatible architecture and urban design within Old Town; clearly illustrate the Community Plan discussions and policies; and enhance the appearance and function of the Community Plan.

## 1.5 Historical Background

Old Town San Diego is the birthplace of the State of California. Old Town San Diego's geographic location at the confluence of San Diego Bay and the San Diego River made it ideal for food gathering for early settlers, such as the Native American tribe of the Kumeyaay. The Kumeyaay established the village of Kosaii (also known as Cosoy or Kosa'aay), which was generally located along the San Diego River. This same location was the site of the first permanent European settlement on the Pacific Coast of the United States in 1769, when Don Gaspar de Portola and Padre Junipero Serra established the first mission and Presidio in California as part of the Spanish colonization of Alta California.

In 1822, San Diego became part of the Mexican Republic, following the independence of Mexico from Spain. By 1827, as many as 30 homes existed around the central plaza. Old Town and the ship landing area, La Playa, were the centers of activity of San Diego. In 1850, California officially became part of the United States. Old Town remained the largest development in San Diego County, as its architecture began to display eastern American influences. In 1869, the administrative and economic center of San Diego shifted from Old Town (Old San Diego) to New Town (Downtown).

In March of 1870, the first plat map of Old Town San Diego was made under the direction of the Board of City Trustees. Old Town's overall physical structure reflects its history and evolution from a Spanish settlement to an early American town site. It is defined by its unique grid pattern with square blocks and narrow streets, except for San Diego Avenue which is wider and partially bisects the grid.

The first transcontinental train arrived in San Diego in 1885. The expansion in trade this development brought included an increase in availability of building materials, and consequently wood buildings gradually began to replace adobe structures. In 1886, the first electric streetcar transit system debuted in San Diego, running from Downtown to Old Town, and eventually expanding to Balboa Park. Residential, commercial and institutional development outside of the original core likely occurred as a result of the construction of the San Diego and Old Town Railway and the expansion of the San Diego Electric Railway into the area.



Old Town's street grid shown in 1904 USGS Map. Image courtesy of the Office of the San Diego City Clerk.

In the early 1900s, with the construction of US 101 (Pacific Highway) connecting Los Angeles to the Mexican border in San Ysidro, Old Town residents began to see preservation as an opportunity to increase tourism and commerce which led to restoration activities and to the reconstruction of previously demolished buildings. Old Town began documenting its historic resources in the 1930s, shortly following the establishment of the Historic American Buildings Survey program in 1933.

In the 1960s, the construction of Interstate 5 and Interstate 8 created rigid boundaries between Old Town, its adjacent communities, and the San Diego River. Old Town's historic structures were degraded and in need of restoration and repair, and historic buildings were lost among incompatible or architecturally contrasting developments. In 1965, the City established the Historical Site Board to focus on the protection, retention, and preservation of historic sites, including the Old Town San Diego Historic District. The Board documented all historic sites, buildings and structures, initially only addressing buildings of the Mexican period that fronted on the Plaza, which would later become the State Historic Park.

In 1966, the City adopted the Old Town San Diego Architectural Control District Ordinance in recognition of Old Town's historic character, and created an Architectural Control Board to administer the zoning ordinance. The regulations placed architectural restrictions on new structures as well as the alteration or relocation of existing buildings to assure building designs compatible to the historical context of the community.



*Heritage Park on Juan Street preserves excellent examples of Victorian architecture from various neighborhoods in San Diego.*

Also in 1966, the City established the Old Town San Diego Community Planning Group to work with City staff to prepare a Community Plan to provide a long-term vision to restore Old Town's historical character. The City adopted the Old Town San Diego Community Plan in 1968, which proposed the creation of the State Historic Park.

In 1968, the State, along with City and County, transformed the central core of Old Town into the State Historic Park. The State purchased the land and restored the buildings with State, City and County funding. In 1969, the County established Heritage Park, and between 1969 and 1978 seven Victorian buildings were relocated to the Park.

With the exception of the State Historic Park and Heritage Park, much of the development in later years was out of scale with the historical precedent of the late 1800s, counter to what was originally envisioned by the Community Plan. The Community Plan was updated in 1984 to address the development during the 1970s and 1980s that was inconsistent with the original Community Plan's intent for building scale and character.

In 1996, the Old Town Transit Center was established between Pacific Highway, Congress Street and Taylor Street and led to the realignment of Congress Street. The Transit Center has brought visitors and transit-riders into the Community.



*The Old Town Transit Center provides convenient access to Old Town State Historic Park (in background) and other regional destinations.*

## 1.6 Legislative Framework

### RELATIONSHIP TO THE GENERAL PLAN

The General Plan provides a policy framework to guide the City's growth and development into a sustainable citywide development pattern while enhancing quality of life. The Old Town San Diego Community Plan provides policies that address community-specific goals that aim to maintain and enhance its historic character and to provide a balance between its residential and visitor-oriented uses. The Community Plan is consistent with the General Plan, and the two documents work together to establish the framework for development and improvements that enhance the livability of Old Town San Diego. Consistency between the Community Plan and the General Plan will be ensured through periodic comprehensive reviews with the Old Town San Diego Community Planning Group, which may result in plan amendments if required.

### RELATIONSHIP TO THE MUNICIPAL CODE

The Municipal Code implements the Community Plan policies through zoning, development regulations, and other controls within the Old Town San Diego Planned District Ordinance pertaining to land use density and intensity, building massing, landscape, streetscape, and other development characteristics due to the historical significance of Old Town San Diego. With the exception of public projects on property owned by other government agencies, all development in Old Town San Diego must comply with the Municipal Code.

### RELATIONSHIP TO OTHER GOVERNMENT AGENCIES

Government owned property not including streets and freeways comprises approximately 116.6 acres, including City-owned property, which comprises 63.1 acres or 27 percent of the land area contained within the Community Planning area (230 acres). The City does not have land use authority over the property within the jurisdiction/ownership of other government agencies, as identified in Box 1-1.

#### **BOX 1-1: GOVERNMENT JURISDICTIONS**

##### *Federal Government*

The federal government owns the U.S. Navy Public Works complex (approximately 3.1 acres) on Pacific Highway.

##### *State of California*

The State owns approximately 39.2 acres, including the Old Town San Diego State Historic Park, located between the Taylor Street, Twiggs Street, Congress Street and Juan Street; the Old Town San Diego State Historic Park – Transit Center parking lot, which also includes the State Parks Department's San Diego Coast District office on Pacific Highway; and the California Department of Transportation District 11 Offices, located on Taylor Street.

##### *County of San Diego*

The County owns Heritage Park, the parking lot located at Juan and Harney Street, and the Whaley House (approximately 6.5 acres).

##### *San Diego Unified School District*

The School District owns the Ballard Parent Center (formerly Fremont Elementary School), which is 4.34 acres in size.

##### *Metropolitan Transit System*

Metropolitan Transit System leases the land for the Old Town Transit Center from the State Parks Department, and owns a small area adjacent to the Transit Center (approximately 0.4 acres).

##### *City of San Diego*

The City of San Diego owns the Old Adobe Chapel, the parking lot on Twiggs Street, El Campo Santo Pocket Park, and Presidio Park (63.1 acres in total).

## 1.7 Environmental Impact Report

The Program Environmental Impact Report (PEIR) provides a programmatic assessment of potential impacts that could occur with the implementation of the Community Plan, in accordance with the California Environmental Quality Act (CEQA). The City will determine whether potential impacts of proposed development or improvement projects were anticipated in the Community Plan PEIR analysis or whether the project will require additional environmental review. Projects consistent with the Community Plan PEIR may not need further environmental review. The Federal Government conducts environmental review in accordance with National Environmental Policy Act (NEPA) for projects on Federal Government-owned property. The State, County, and School District conduct CEQA analysis for projects on their property.



*Old Town State Historic Park preserves historic structures from early San Diego and recreates the atmosphere of the town from the period of 1821 to 1872.*



*Old Town, San Diego, Cal. 1885. Courtesy of California History Room, California State Library, Sacramento, Ca.*

## 2

# HISTORIC PRESERVATION

- 2.1 HISTORIC CONTEXT
- 2.2 IDENTIFICATION AND PRESERVATION OF HISTORICAL RESOURCES
- 2.3 EDUCATIONAL OPPORTUNITIES AND INCENTIVES RELATED TO HISTORICAL RESOURCES

## 2. Historic Preservation

### GOALS

- Identification and preservation of significant historical resources in Old Town San Diego.
- Identification of educational opportunities and incentives related to historical resources in Old Town.

### INTRODUCTION

The purpose of the City of San Diego General Plan Historic Preservation Element is to preserve, protect, restore and rehabilitate historical and cultural resources throughout the City of San Diego. It is also the intent of the element to improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The element's goals for achieving this include identifying and preserving historical resources, and educating citizens about the benefits of, and incentives for, historic preservation.

Old Town San Diego has significant and distinct history that makes it a national and international attraction. Old Town's history provides the basis for the Community Plan's vision and policies. The Old Town San Diego Historic Preservation Element contains specific goals and recommendations to address the history and cultural resources unique to Old Town in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Old Town. The Old Town Historic Preservation Element was developed utilizing technical studies prepared by qualified experts, as well as extensive outreach and collaboration with Native American Tribes, community planning groups and preservation groups.

An Archaeological Study and Historic Survey Report were prepared in conjunction with the Community Plan. The Archaeological Study describes the pre-history of the Old Town Area; identifies known significant archaeological resources; provides guidance on the identification of possible new significant archaeological resources; and includes recommendations for the treatment of significant archaeological resources. The Historic Survey Report (consisting of a Historic Context Statement and reconnaissance survey) provides information regarding the significant historical themes in the development of Old Town. These documents, along with the results of extensive community outreach which led to the identification of additional potential historical resources, have been used to inform not only the policies and recommendations of the Historic Preservation Element, but also the land use policies and recommendations throughout the Community Plan.

The Historic Preservation Element provides a summary of the significant development themes identified in the Historic Context Statement, as well as a discussion of designated historical resources and potentially significant historical resources. Complementing the Historic Preservation Element, the Land Use Element discusses the Old Town State Historic Park and the Presidio Park, and the Economic Prosperity Element addresses the importance of promoting Old Town San Diego as a major cultural heritage tourism destination.

The Community Plan envisions enhancing the historic character of Old Town San Diego through supporting preservation and protection of the community's historical resources within the community, and encouraging their restoration and rehabilitation. Historical resources of the community include archaeological sites, historic sites, and buildings representative of the community's history.

## 2.1 Historic Context

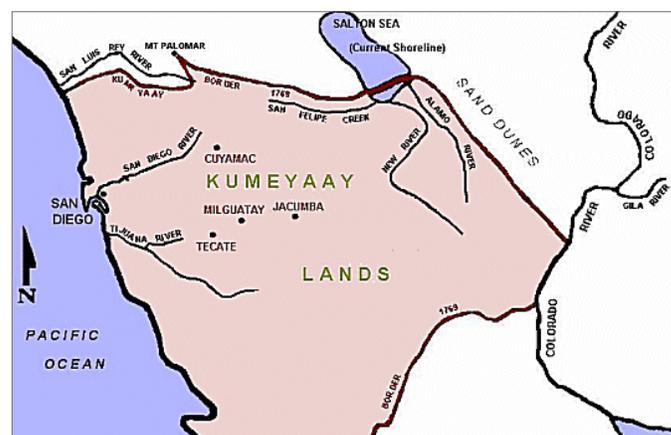
Old Town San Diego is the birthplace of modern San Diego, with roots stretching back through thousands of years of Native American occupation. The following is a summation of the prehistoric and historic development of the Old Town Community broken down into four general periods – Prehistory/Native American, Spanish, Mexican and American. A complete discussion of the community’s prehistory and history can be found in the Archaeology Study and the Historic Context Statement (Appendix A).

### **NATIVE AMERICAN – INDIAN PERIOD (8500 B.C. - 1542)**

The prehistory of the San Diego region is evidenced through archaeological remains representing more than 10,500 years of Native American occupation, locally characterized by the San Dieguito complex, the Archaic La Jolla and Pauma Complexes and the Late Prehistoric. Based on ethnographic research and archaeological evaluations, Late Prehistoric materials in southern San Diego County are believed to represent the ancestral Kumeyaay.

The Ethnohistoric Period, sometimes referred to as the ethnographic present, commences with the earliest European arrival in San Diego and continued through the Spanish and Mexican periods and into the American period. The founding of Mission San Diego de Alcalá in 1769 brought about profound changes in the lives of the Kumeyaay. The coastal Kumeyaay were quickly brought into the mission or died from introduced diseases. Earliest accounts of Native American life in San Diego were recorded as a means to salvage scientific knowledge of native lifeways. These accounts were often based on limited interviews or biased data collection techniques. Later researchers and local Native Americans began to uncover and make public significant contributions in the understanding of native culture and language.

These studies have continued to the present day and involve archaeologists and ethnographers working in conjunction with Native Americans to address the continued cultural significance of sites and landscapes across the County. The myths and history that is repeated by the local Native American groups now and at the time of earlier ethnographic research indicate both their presence here since the time of creation and, in some cases, migration from other areas. The Kumeyaay are the identified Most Likely Descendants for all Native American human remains found in the City of San Diego. By the time Spanish colonists began to settle in Alta California in 1769, the Old Town area was within the territory of the Kumeyaay people, who spoke a Yuman language of the Hokan linguistic stock.



*Kumeyaay lands when the Spanish landed in 1769. Image courtesy of Michael Connolly Miskwish.*



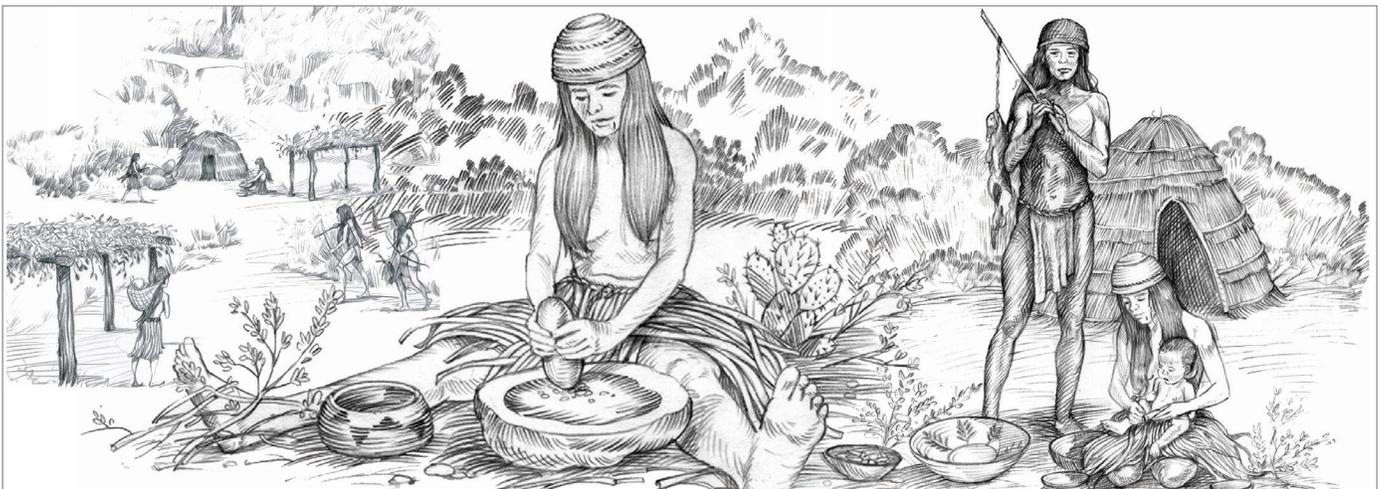
*The Kumeyaay built dome-shaped shelters called 'ewaa, similar to the one shown here at the San Diego Botanical Gardens. Photo courtesy of Rachel Cobb (www.weedyacres.com).*

The Kumeyaay had a hunting and gathering economy based primarily on various plant resources. For the Kumeyaay in the Old Town area, grass seeds were probably the primary food, supplemented by various other seeds such as sage, sagebrush, lamb's quarters, and pine nuts. Small game was a major source of protein, but deer were hunted as well. Villages and campsites were generally located in areas where water was readily available, preferably on a year-round basis. The San Diego River which is located approximately 3.5 miles from the northern end of the community planning area provided an important resource not only as a reliable source of water, but as a major transportation corridor through the region.

Major coastal villages were known to have existed along the San Diego River, including the village of Kosaii (also known as Cosoy or Kosa'aay) near the mouth of the San Diego River. Although the actual location of the village is unknown, Hubert Bancroft reported in 1884 that a site called Cosoy/Kosaii/Kosa'aay by the Native Americans was in the vicinity of what is now Presidio Hill and Old Town, located less than 1 mile west of the Old Town community planning boundary. Several investigations have identified possible locations for the village of Cosoy/Kosaii/Kosa'aay, but the actual site has never been found. Several additional large villages have been documented along the San Diego River through ethnographic accounts and archaeological investigations in the area.

### SPANISH PERIOD (1542 - 1821)

In 1542, Juan Rodriguez Cabrillo was the first European to arrive at the San Diego Bay. Europeans did not visit San Diego again for sixty years until Don Sebastian Vizcaino, who was in charge of a major scientific exploratory expedition, arrived at the San Diego Bay in 1602. European explorers described the San Diego region as a Mediterranean arid area with lush sites along river valleys and marine environments. The Spanish did little to settle or develop San Diego until 1769, when further colonization took place. By that time, the Russians had been hunting and trading along the coastline of California. This discovery, coupled with the steady advance westward of people from the Anglo-American colonies, caused Spain great concern. The Spanish authorities in Mexico increased colonization efforts in San Diego. A land party of soldiers commanded by Don Gaspar de Portola together with missionaries and Indians led by Father Junipero Serra arrived in San Diego in 1769, settling in the Old Town San Diego area near the Kumeyaay village of Kosaii. Shortly thereafter, a rudimentary chapel was constructed and a Presidio began to be built around it. Father Serra, in consecrating the chapel made of wooden stakes and tule reeds, established the first of many missions to be built along the California coast. Major activities of the Spanish in this period included Christianization of the Native American Indians, construction of the Presidio and mission structures, subsistence farming, raising cattle and sheep, fishing and food gathering, and limited trading with Spanish vessels.



*This illustration displays a scene of the daily life of the Kumeyaay/Diegueños. Original artwork by Lesley Randall and David House.*

Native Americans were employed in many activities related to the construction and operation of the mission and Presidio. A trail to La Playa, the landing site for ships on the eastern shore of Point Loma, was established during this time by the Spanish along an ancient Kumeyaay path which generally corresponds to present-day Rosecrans Street.

By 1772, the Presidio stockade encompassed barracks for the soldiers, a storehouse for supplies, a house for the missionaries, and the improved chapel. The log and brush huts were gradually replaced with buildings made of adobe brick. Flat earthen roofs were eventually replaced by pitched roofs with rounded roof tiles. Clay or packed earth floors were eventually lined with fired brick. In 1774, Father Serra founded the current location of the Mission San Diego de Alcalá six miles upriver from its first location, leaving the Presidio to become community primarily comprised of military men, their families, and Native American workers by 1776.

As early as 1791, Presidio commandants in California were given the authority to grant small house lots and garden plots to soldiers and their families, and sometime after 1800 soldiers and their families began to move down from Presidio Hill. Historical sources confirm there were at least 15 such lot grants below Presidio Hill by 1821, of which only five within the boundaries of present-day Old Town had houses on them in 1821.



*In this depiction of Old Town San Diego, multiple historic structures built around the central plaza can be identified. Image courtesy of the California Department of Parks and Recreation.*

**MEXICAN PERIOD (1821 – 1846)**

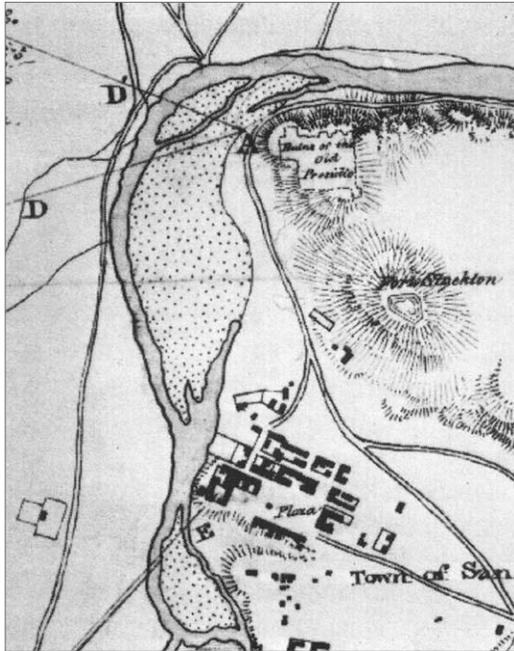
Following the independence of Mexico from Spain in 1822, the Mexican government opened California to trade with foreign ships, and a healthy trade soon developed exchanging fine California cattle hides for manufactured goods from Europe and the eastern United States. Around this same time, soldiers and occupants of the Presidio began to move in increasing numbers off of Presidio Hill down to the flatter “pueblo” area, which approximates the Old Town San Diego of today. As the hide trade grew, so did the need for more grazing lands. Thus, the Mexican government began issuing private land grants within its Alta California territory in the early 1820s, creating the rancho system of large agricultural estates within San Diego County and northward. Much of the land came from the Spanish missions, which the Mexican government secularized in 1833.

Activities of pueblo residents of the 1820s involved the construction of homes and outbuildings, the planting of orchards and farms, and continuing efforts to Christianize Native American Indians, with the economic activity based on cattle ranching, collecting and shipping cattle hides and tallow to Mexico as well as whaling and seafaring activities.

By 1827, as many as 30 homes existed around the central plaza and the population reached nearly 500, and in 1835 Mexico granted San Diego official pueblo status. Substantial numbers of Native Americans worked and lived in the Mexican pueblo of San Diego, as evidenced by archaeological artifacts found in the area.



*The Casa de Estudillo is one of the finest examples of the homes built during the Mexican Period. Library of Congress, Prints & Photographs Division, HABS, Reproduction No. HABS CAL,37-OLTO,1--4.*



*This map of Old Town in 1853 shows the location of Fort Stockton, the ruins of the Presidio, and Old Town's central plaza. Image courtesy of San Diego History Center.*

When the missions were secularized in 1833, some ex-mission Native Americans moved on to make homes in Indian pueblos in northern San Diego County or in traditional villages, while other Native Americans found work and shelter in the San Diego pueblo. An 1836 census of the pueblo counted 13 Californio households employing 26 servants, as well as workers and their families. The census noted various occupations for the Native American inhabitants of the pueblo, including cooks, bakers, fishermen, gardeners, and house servants.

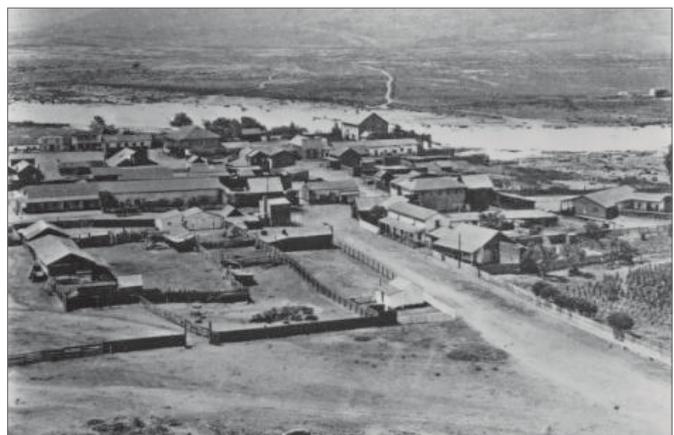
The pueblo of San Diego did not prosper, and its population remained relatively unchanged after it became a town. Native American hostilities against the Californios increased after the secularization of the missions, and attacks against outlying ranchos combined with unstable political and economic factors led to a decline in San Diego's population. In 1838, the pueblo's official status was removed, and in 1840 its residents numbered approximately 150 persons. By 1846, the situation in San Diego had stabilized somewhat and the non-Native American population had increased to roughly 350 persons.

### AMERICAN PERIOD (1846 - 1970)

The War of 1846 resulted in the acquisition of California by the United States, helping to fulfill the demands of the doctrine of "Manifest Destiny." Shortly following the war, gold was discovered in the northern part of the territory, bringing a large number of people to California. Efforts to develop a "New Town" at the site of present-day Downtown began in 1850, when California became a State.

San Diego Bay was of early interest to the U.S. federal government, which sent the Army Corps of Engineers to San Diego soon after California's statehood to protect the bay and its commercial seaport from siltation by the San Diego River. The proposed solution, the construction of a dike system to direct the river's flow into the marshes of False Bay (now Mission Bay), would have also reduced flooding in Old Town. However, Derby's Dike, as it was known, lasted only two years after its completion in 1853 before it was destroyed by a flood.

The course and flooding of the San Diego River limited the potential growth of Old Town into a larger settlement. The arrival of Alonzo Horton in 1867 and his subsequent investments induced a real estate boom and substantial development of New Town San Diego, which soon eclipsed Old Town San Diego in importance. Against considerable objection, City records were moved from the Whaley House in Old Town San Diego to the New Town courthouse in 1871.



*Old Town in 1868, with the San Diego River in the background. Photo courtesy of San Diego History Center.*

The movement of government and commerce activity to Downtown reduced the need to replace historical buildings from the Mexican and early American periods in Old Town; therefore, the historic buildings and character of Old Town were kept intact. While many historic buildings were saved, many have been lost to newer developments over the last century. The history of Old Town San Diego can be found in the restored historic buildings and archeological and historical sites within the Community. Many of these sites have been reconstructed as part of the Old Town San Diego State Historic Park.

The following four important themes related to the development of Old Town during the American period (1846-present) can be identified:

#### *American Transition Period (1846 –1872)*

In the quarter of a century following 1846, San Diego was transformed from a Hispanic community into an Anglo-American one. Old Town remained the largest development within San Diego, occupying a total of 48,557 acres and consisting of approximately 65 buildings. As San Diego transitioned from a Mexican to an American government, the architecture of Old Town began to display eastern American influences. For example, the 1850 Derby-Pendleton house was an early “kit” wood-frame structure brought to San Diego by ship from the East Coast, and the 1857 Whaley House was San Diego’s first red brick structure.

In March of 1870, the first plat map of Old Town San Diego was made under the direction of the Board of Trustees. The map illustrated new, regularly spaced subdivision blocks that radiated out in all directions from Washington Square (Old Town Plaza). In 1871, both the county seat and City seat of government were moved from Old Town to New Town, and on April 20, 1872, a fire destroyed a significant portion of the business block within Old Town. As a result of these two events, coupled with the continued development of New Town, Old Town rapidly declined in development and government influence. Settlers increasingly chose to settle in New Town over Old Town, due to the availability of potable water and access to transportation and public facilities.

#### *Early American Development and Industrialization (1873-1929)*

Development in Old Town during the early American Development and Industrialization period was slow prior to the expansion of the railroads. Some of the earliest buildings to be erected in Old Town during the American Period were “kit” buildings, built on the East Coast of the United States, shipped in sections around Cape Horn, and reassembled in San Diego. Development of a rail line was an integral component to Alonzo Horton’s vision of San Diego as a modern city and a major seaport. In 1885, the first transcontinental line arrived in San Diego. Once a transcontinental line had been established, trade increased and San Diego’s population boomed to 40,000. While much of the growth occurred in New Town, new residences were constructed in the vicinity of the Old Town plaza.

In 1887, the San Diego and Old Town Street Railway began operations, and the same year the Electric Rapid Transit Company would debut San Diego’s first electric streetcar transit system, which ran from New Town to Old Town. Despite the growing prosperity of the City, a general depression in 1890s halted growth in the United States. In the decade that followed, San Diego’s population decreased by half. As the turn of the century approached, the city began to recover and new industries started to emerge.



*Streetcars such as this one from 1913 ran from Old Town to New Town. Photo courtesy of the California History Room, California State Library, Sacramento, California.*

In 1892, the San Diego Electric Railway took over the existing Old Town line and expanded San Diego's streetcar system to newly developing areas of the City in the years leading up to the turn of the 20th century. This likely encouraged commercial, residential, and institutional development in Old Town, though the pace of development was moderate, with single- and multi-family residences constructed largely along Harney and Congress Streets in the vernacular cottage, Craftsman bungalow, or Spanish Colonial Revival styles. By 1900, Edward W. Akerman and Robert Alfred Tuffley brought the olive processing industry to Old Town, when they relocated their Old Mission Olive Works Company from a building near the Mission to the former Casa de Bandini. In 1915, a new Old Mission Olive Works packing plant was constructed in the Mission Revival style at the foot of Juan Street at Taylor Street. Additional light commercial development occurred, but it remained scattered along Congress Street and San Diego Avenue. The institutional development during the period included the construction of the Immaculate Conception Church on San Diego Avenue between Twiggs and Harney Streets.



*The Old Mission Olive Works Company processed olives from Mission Valley in the Casa de Bandini and later in Mission Revival style packing plant at Taylor Street and Juan Street. Photo courtesy of the Library of Congress.*

The early American Development and Industrialization period saw the first efforts by civic boosters to commemorate and preserve the early history of Old Town, as San Diego was developing into a more modern city near the turn of 20th century and as cultural impulses to preserve the history and nostalgic ideals of early California history were strong. The idea to preserve the site of the Presidio and first California Mission germinated into the acquisition of land for a park by George Marston and others starting in 1907, and culminated in the dedication of Presidio Park and the Serra Museum in 1929. John D. Spreckels, another powerful local figure at the time, purchased the remains of the Estudillo house in 1910, had it restored to exacting standards of building methods and materials, and promoted it as a tourist attraction via a link to Helen Hunt Jackson's novel *Ramona* and accessible via Spreckels' San Diego Electric Railway.

As early as 1900, automobile touring had also become a recreational activity, and by 1904 travel along the "picturesque" route between Los Angeles and San Diego was being promoted. New rail and roadway routes were linked to Old Town between 1905 and 1910 in order to take advantage of the tourism opportunities presented by the area's historic resources. The historical interest generated by the 1915 Panama-California Exposition and the spread of roadways and automobiles by the early 1920s increased tourism and auto touring to Old Town. In Old Town, motels, auto courts, gas stations, garages, and tourist camps began to be constructed along San Diego Avenue and Juan, Taylor, and Congress Streets, as well as commercial buildings to house other tourist-serving businesses.

### Great Depression and World War II (1930-1945)

Unlike most of the nation, San Diego did not immediately experience the effects of the 1929 stock market crash because its industrial base was still in its developmental stages. However, in the years that immediately followed, real estate sales declined and development largely ceased. State and federal government relief programs were created to fund a variety of infrastructure, civic and residential construction projects in the 1930s to generate economic development, including a number of projects in Presidio Park and the rebuilding of the Adobe Chapel near its original site in Old Town. Another relief program which benefited Old Town was the Historic American Buildings Survey, through which the community's historic resources began to be documented in the mid-1930s. Also, in 1936, the Federal Housing Administration (FHA) published its first guide to efficient comfortable living, titled *Planning Small Houses*, which was intended to spur housing construction. The *Planning Small Houses* guide influenced the construction of a residential neighborhood in the Minimal Traditional style along Jackson, Sunset, and Juan Streets, of which George Marston was the landowner and developer.

In the mid-1930s, San Diego's economy began to recover and in October 1935, the city received a huge industrial economic boost when Reuben H. Fleet relocated his Consolidated Aircraft company to the Midway area, just southwest of Old Town. As the economy began to recover commercial development in Old Town resumed to accommodate additional auto-oriented tourism.

In 1932, George Marston opened the Presidio Hills Golf Course adjacent to Presidio Park and a general merchandise store was built on San Diego Avenue. Prominent Spanish Colonial Revival buildings were also constructed along Juan Street including the 1938 restaurant at the corner of Taylor Street and the 1939 Casa De Pico motor lodge, designed by Richard Requa, at the corner of Wallace Street.

From 1940 through the summer of 1943, San Diego's growth far surpassed its ability to provide housing and services for thousands of defense workers. At the time of its relocation Consolidated Aircraft had 800 employees, and by 1941 it had 25,000 employees. Housing within Old Town had become filled to capacity like most of San Diego. In an effort to provide temporary housing, old trolley cars were relocated to a vacant lot within Old Town, along Juan and Taylor Streets. Auto-camps previously used for traveling motorists within Old Town also began to be utilized as temporary housing. Between 1940 and 1942 two smaller subdivisions were developed within Old Town. One was located just north of Taylor Street, along Juan and Gains Streets, and the other consisted of a section of government housing projects constructed along Calhoun and Juan Streets between Harney and Mason Streets.



George Marston at the site of the Presidio Golf Course, 1928. Photo courtesy of San Diego History Center.



Streetcar dwellings near Old Town in 1941 provided housing for an influx of defense workers. Photo courtesy of Library of Congress, Prints & Photographs Division, FSA/OWI Collection, LC-USF34-039248-D.

### Post-World War II (1946-1970)

Following World War II, San Diego experienced a continued population increase as veterans and defense workers began to permanently settle in the area. The San Diego population had increased from 203,341 in 1940 to 334,387 in 1950, creating a massive demand for permanent housing. In response, developers began constructing large suburban tract homes along the city's outskirts. Within Old Town, there was a surge of new development. Pockets of residential tract homes began to be constructed within the area's already existing housing developments, similar in style to suburban developments but constructed on a smaller scale and of both single-family and multi-family design.

The construction of Interstate 5 and Interstate 8 during this period was a result of the continued popularity of the automobile, and created rigid geographic boundaries between Old Town and the communities to the north and southwest. In other signs of the increasing dominance of automobile transportation, the San Diego Electric Railway ended service in 1949 and Caltrans constructed a new headquarters on the site of the Old Mission Olive Works plant in 1951.

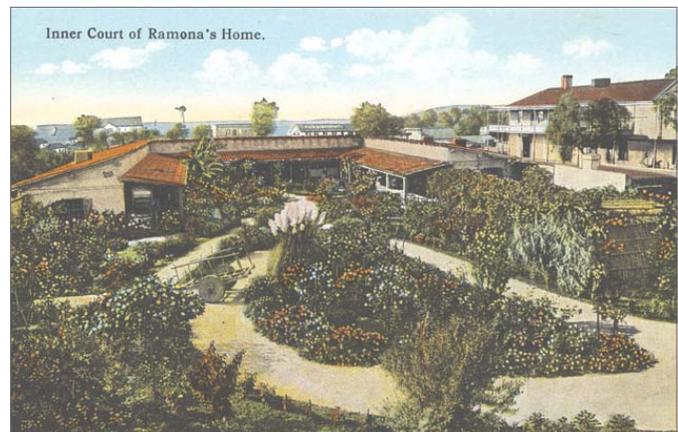
Within Old Town, restoration activities boomed from 1956 to 1969. Five historic sites were restored during this period: the Whaley House in 1956, the Mason Street School in 1962, the Casa de Pedrorena 1968, and the Casa de Estudillo and Casa de Machado-Stewart in 1969. In addition to the restoration of buildings within Old Town previously demolished resources were reconstructed like the Casa de Lopez in 1963. Buildings were also relocated in order to avoid demolition such as the Derby-Pendleton House, constructed in 1851 which was moved to its current location in 1962.

The Old Town San Diego State Historic Park, created in 1968, was listed as a National Register Historic District and a California State Park in 1970. In addition, Heritage Park, located on Juan Street, was formed in 1969 for the preservation and interpretation of late 19th century buildings that were being threatened with demolition in Downtown San Diego.

Commercial development during this period catered to daytime visitors with the construction of small-scale restaurants, shops, and souvenir stands to provide tourists with opportunity to purchase gifts from their travels. In addition to new construction, commercial development within Old Town also utilized adaptive reuse of earlier buildings to cater to the current needs of visitors.



*FHA Housing of the "Small Houses" type, similar to the homes in the Mason Sub-District, 1941. Photo courtesy of Library of Congress, Prints & Photographs Division, FSA/OWI Collection, LC-USF34-039307-D.*

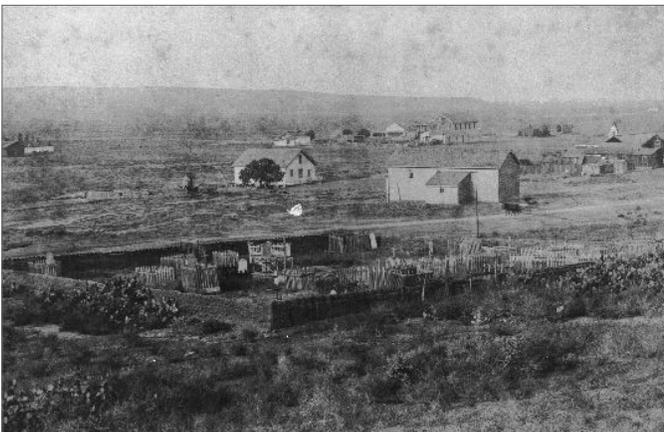


*The Casa de Estudillo in Old Town became one of the community's first tourism destinations in the early 1900s. Image courtesy of the California History Room, California State Library, Sacramento, California.*

## 2.2 Identification and Preservation of Historical Resources

Cultural sensitivity levels for communities are rated low, moderate, or high based on the results of the records searches, the NAHC Sacred Lands File check, and regional environmental factors. Sensitivity ratings may be adjusted based on the amount of disturbance that has occurred, which may have previously impacted archaeological resources.

Based on the results of the records search, the NAHC Sacred Lands File check, and regional environmental factors, the community of Old Town has a high cultural sensitivity level. Although the community of Old Town is developed, the area was extensively used and occupied by Native Americans prior to and during the historic periods of the community. The area in and around the community of Old Town is located along the former periodic shoreline of the San Diego River and at the base of hills, making it attractive for prehistoric activities. Several prehistoric campsites, as well as a possible location for the ethnographic village of Kosaii, have been mapped by the South Coast Information Center (SCIC) in this area. The community planning area also has an extensive historic occupation as the first Spanish Presidio and settlement in Alta California, active well into the 20th century. As such, the cultural sensitivity level for the community of Old Town is considered high.



*El Campo Santo looking Northwest in 1885. Photo courtesy of the San Diego History Center.*

In addition to the eight main themes significant in the development of Old Town, the Historic Context Statement also identified the property types that are associated with those themes in historically significant ways. In summary, the property types, styles and significance thresholds are as follows:

### *Spanish Period (1769-1821)*

The property types associated with the Spanish Period include historic sites and reconstructed buildings. They have all been listed already and include: Casa de Carrillo (CHL Site #74), the San Diego Presidio Site (HRB Site #4), the Franciscan Garden Site Block 413 (HRB Site #44), and the Serra Palm Site (HRB Site #5).

### *Mexican Period (1821-1846)*

The property types associated with the Mexican Period include historic sites and reconstructed buildings. They have all been listed already and include: Fort Stockton (HRB Site #3), Casa de Estudillo (HRB Site #14-A), Casa de Bandini (HRB Site #14-C), Casa de Machado-Stewart (HRB Site #14-G), Casa de Cota Site (HRB Site #14-B), Casa de Lopez (HRB Site #21), and the Old Spanish Cemetery (HRB Site #26).

### *American Transition Period (1846-1872)*

The property types associated with this era include historic sites and buildings. The buildings were constructed for a variety of uses; some are reconstructions, while others are original, but restored. All of the properties have been listed already and include: the Casa de Pedronera (HRB Site #14-C), Whaley House (HRB Site #24), Derby-Pendleton House (HRB Site #32), Rudolph Schiller Gallery (HRB Site #352), Chapel of the Immaculate Conception (HRB Site #15), Mason Street School (HRB Site #14-H), Derby Dike Site (HRB Site #28), Congress Hall Site (HRB Site #14-F), Exchange Hotel Site (HRB Site #14-I), Emmitt House Site (HRB Site #36), Casa de Aguire Site (HRB Site #42), Gila House Site (HRB Site #43), and Cobblestone Jail Site (HRB Site #46).

### *Early American Development and Industrialization (1873-1929)*

While the early transportation improvements during the late 19th and early 20th centuries influenced the later development of the plan area, there are no directly related property types remaining. Buildings remaining from this period are residential, commercial, and institutional buildings just outside Old Town's original core. This development likely occurred as a result of the construction of the San Diego and Old Town Railway and the expansion of the San Diego Electric Railway into the area. The construction of these building types was scattered and largely occurred on Harney and Congress Streets and San Diego Avenue. Residential buildings were primarily constructed in vernacular, Craftsman and Spanish Colonial Revival styles. Commercial buildings are typically small, one-story, wood-framed buildings, sheathed in either clapboard siding or smooth stucco with Western False Front facades. There is only one prime example of a religious property associated with this theme in the plan area, the Immaculate Conception Church. Constructed in 1917, the Immaculate Conception Church replaced the Old Adobe Church as the primary place of worship for Catholics in Old Town. The church was dedicated in 1919, and has been in continuous operation since that time.

Single and multi-family residences may be individually significant under Criterion B if they were homes of persons significant in local history. Residential, commercial and institutional development may be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent. Religious buildings may be individually significant under Criterion A as a rare surviving example of a property type that played an important role in the development of Old Town San Diego during the early American Period.

### *The Automobile, Early Tourism and Preservation (1904-1939)*

Property types associated with this theme in the plan area were predominately commercial buildings. However, the Junipero Serra Museum, constructed in 1929 and already listed as HRB Site #237, is also associated with this theme. The commercial buildings within the plan area associated with this theme include: motels, auto courts, gas stations, garages, small retail shops, and recreational and leisure properties. Automobile touring and early tourism within Old Town greatly influenced its development in the early 1910s and 1920s. Motels, auto courts, and garages were constructed during this period to cater to the new recreational activity. Although there is only one prime example of a sports and leisure property associated with this theme in the plan area, Presidio Hills Golf Course, it is representative of the early leisure culture associated with the tourism in Old Town. Although, few commercial buildings were constructed within Old Town during this period there are a couple remaining examples. These buildings are typically small, one-story, wood-framed buildings, sheathed in either clapboard siding or smooth stucco with Western False Front or Mission Revival influences.

Motels, auto camps and garages and sports, recreation and leisure resources may be individually significant under Criterion A as a rare surviving example of a property type that played an important role in the history of early tourism. All property types associated with this theme may also be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent. Good examples of sports and recreational facilities will reflect their original use, and layout from the era in which they were constructed and should be evaluated together with associated landscaped grounds and accessory buildings.

**Preservation and Tourism in Old Town (1950-1970)**

The primary property types associated with this period include a variety of commercial buildings including: restaurants, retail shops, motels, and gas stations, which catered to tourists. Similar to earlier tourist-oriented development, the majority of development in this period continued to occur along Old Town’s busiest commercial corridors including San Diego Avenue, Pacific Highway, and Taylor and Congress Streets. The popularity of the automobile as the preferred mode of transportation during this period was reflected by the preference in the construction of motels and auto courts over hotels. As the tourism industry boomed during this period small retail stores catering to daytime visitors to Old Town continued to be constructed along its commercial corridors. These buildings are typically small, one to two stories in height, and sheathed in either clapboard or smooth stucco often constructed in an architectural revival style; typically Spanish Colonial Revival or Western False Front styles. This was due to enforced design guidelines established with the Old Town Planned District Ordinance. However, some retail stores were constructed in popular architectural styles from the post-war period. As a result of the tourism industry there are numerous restaurants in the plan area, either one-story freestanding buildings surrounded by surface parking lots or located within commercial strips that are one to two stories in height at pedestrian level. These buildings were typically constructed in the Spanish Colonial Revival style due to enforced design guidelines established with the Old Town Planned District. However, some examples remain of other styles that were popular during the post-war period.

Motels, auto courts, and gas stations may be individually significant under Criterion A as a rare surviving example of a property type that played an important role in the history of tourism. Property types associated with this theme may be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent. Considering the fact that there were once many and now there are few, even representative examples of motels, auto courts, and gas stations from the period may qualify.

**Great Depression and World War II (1930-1945)**

According to Sanborn maps, property types associated with this theme include the adaptive re-use of tourist motor courts, auto courts, and even old trolley cars as temporary housing for the influx in defense and military personnel. However no examples of this type of temporary housing remain. In addition to temporary residential accommodations, permanent single-family residences were constructed. A concentrated pocket of single-family residences constructed during this time is still present just below Presidio Hill. The single-family residences constructed during this period are concentrated below Presidio Park along Sunset, Mason, Twiggs and Jefferson Streets. The majority of the homes were designed in the Minimal Traditional style with a few constructed in the Spanish Colonial Revival style. These residences tend to be one story to one and half stories in height depending on grading with moderate setbacks and landscaped front yards. The only industrial development within Old Town during this period was the construction of Mrs. Hubbel’s Bakery located along Pacific Highway.

Single-family residences may be individually significant under Criterion B if they were the homes of persons significant in local history. Single-family residences may also be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style it represents. A contiguous grouping of similar single-family residences from this period may be eligible for listing as a historic district under Criteria A-E.



*The construction of homes like this one on Mason Street were influenced by the FHA’s efforts to spur development.*

### *Theme: Post World War II (1946-1970)*

Property types associated with this theme consist of single- and multi-family residences constructed to house returning veterans taking advantage of federal housing programs. Similar to previous periods, commercial, and industrial development was almost stagnant within Old Town, as previously constructed buildings continued to be re-used for new uses. However, one institutional building was constructed in the plan area during this period, the District 11 headquarters for Caltrans, built in 1951. The building is located at 4075 Taylor Street, and was determined eligible for the National and California Registers in March 2011. Single-family residences constructed during this period are mostly one-story in height and can be described as Minimal Traditional or Ranch style. The post-war period was marked by the construction of an increasing number of apartment buildings. This was largely in response to the overall housing shortage that created a need for higher density to accommodate the influx of new residents. Multi-family residences in the plan area do not represent a particular type. They generally range from two to eight units and one to two stories in height. A few exhibit the characteristics of the Minimal Traditional style.

Property types associated with this theme may be individually significant under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent. Single-family residences may be individually significant under Criterion B if they were the homes of persons significant in local history. A contiguous grouping of similar single-family residences from this period may be eligible for listing as a historic district under Criteria A-E.

Resources must be evaluated within their historic context(s) against the City's adopted criteria for designation of a historical resource, as provided in the General Plan and the Historical Resources Guidelines of the Land Development Manual. Guidelines for the application of these criteria were made part of the Historical Resources Guidelines to assist the public, project applicants, and others in the understanding of the designation criteria.

### **DESIGNATED HISTORICAL RESOURCES**

The Community contains 37 properties that have been designated as historic resources by the San Diego Historical Resources Board or designated at state and/or national levels. Old Town's designated historical resources are listed in Table 2-1 and their location is shown in Figure 2-2.

The Old Town State Historic District, added to the National Register of Historic Places in 1970, consists of the grouping of historic buildings and sites located within the blocks between Taylor Street, Twiggs Street, Congress Street and Juan Street. Old Town San Diego is representative of the Mexican Period and the early years of the American Period.

### **POTENTIALLY SIGNIFICANT HISTORICAL RESOURCES**

A Historical Resource Reconnaissance Survey was undertaken based on the information provided in the Historic Context Statement to identify potentially historic properties within Old Town for consideration in the community plan and for possible future designation, pending intensive-level research and review by the Historical Resources Board.

These potential historical resources identified by the Historic Resource Reconnaissance Survey and the public outreach process are protected and preserved through existing General Plan policies and the historical resources regulations and guidelines of the Municipal Code. In addition, to ensure the protection of the George Marston Potential Historic District (Figure 2-1) from erosion due to insensitive redevelopment, a Community Plan Implementation Overlay Zone (CPIOZ) has been established coterminous with the boundary of the potential historic district to provide interim protection until such time as the potential district can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures. The details of the CPIOZ, including the boundaries and requirements will be provided as part of a later draft.

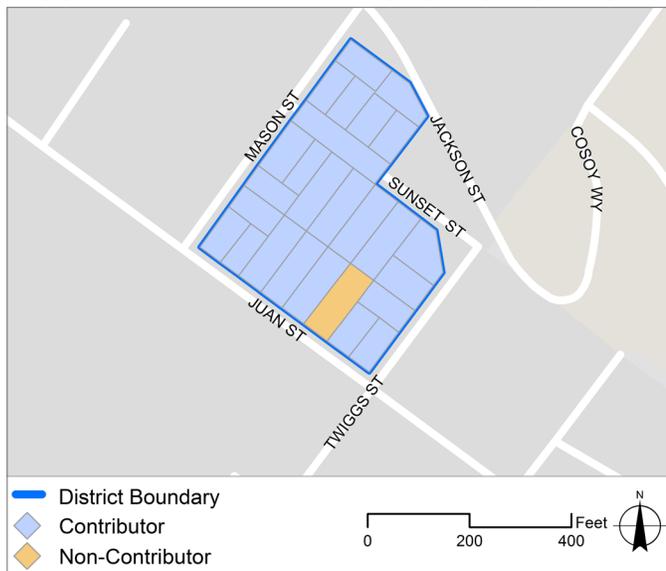
**Potentially Significant Individual Resources**

The survey identified 22 properties as potentially significant individual resources: 6 single family homes, 5 multi-family properties, 10 commercial buildings, and 1 institutional building (listed in Table 2-2). All extant resources from the first four development themes have been designated as historic resources, and no new resources were identified. The 22 resources identified by the survey relate to the themes “Early American Development and Industrialization (1873-1929)” (8 resources); “Automobile, Early Tourism and Preservation in Old Town (1904-1939)” (6 resources); “Great Depression and World War II (1930-1945)” (1 resource) ; Post World War II (1946-1970) (5 resources); and Preservation and Tourism in Old Town (1950-1970) (2 resources).

**Potential Historic District**

In addition to potentially individually significant resources, the survey identified one potential historic district. The potential George Marston Historic District (Figure 2-1) consists of a group of single- and multi-family residences located north of Juan Street and east of the Presidio Community Park. The residences are representative of the Minimal Traditional and Ranch styles, were built between 1938 and 1955, and embody the ideals of the 1936 FHA publication “Planning Small Houses.” The potential George Marston Historic District’s periods of significance are the Great Depression and World War II and Post-World War II.

**FIGURE 2-1: POTENTIAL HISTORIC DISTRICT**



**POLICIES**

- HP-2.1** Support the preservation and maintenance of historical resources in Old Town that convey historical, cultural and/or architectural significance.
- HP-2.2** Support the preservation, protection and enhancement of historical parks and landmarks.
- HP-2.3** Consider the use of excess public right-of-way and property for the development and/or expansion of historical parks.
- HP-2.4** Provide interim protection to the George Marston Potential Historic District identified in the Old Town Historic Resources Survey until such time as it can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures.
- HP-2.5** Intensively survey and prepare a nomination for the George Marston Potential Historic District and bring the nomination before the Historical Resources Board for review and designation.
- HP-2.6** Provide support and guidance to community members and groups who wish to prepare and submit historic resource nominations to the City, consistent with the Municipal Code and adopted Guidelines.
- HP-2.7** Work with members of the community to identify and evaluate additional properties that possess historic significance for social or cultural reasons (such as an association with an important person or event) for potential historic designation.
- HP-2.8** Conduct project-specific Native American consultation early in the development process for all projects in Old Town to ensure adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.

- HP-2.9** Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Old Town, and refer sites to the Historical Resources Board for designation, as appropriate.
- HP-2.10** Support the reconstruction of missing historical structures in a manner consistent with the U.S. Secretary of the Interior's Standards for Reconstruction.

## 2.3 Educational Opportunities and Incentives

Revitalization and adaptive reuse of historic buildings and districts conserves resources, uses existing infrastructure, generates local jobs and economic activity, supports small business development and heritage tourism, and enhances quality of life and community character. The successful implementation of a historic preservation program requires widespread community support. In order to better inform and educate the public on the merits of historic preservation, information on the resources themselves as well as the purpose and objectives of the preservation program must be developed and widely distributed.

There are a number of incentives available to owners of historic resources to assist with the revitalization and adaptive reuse of historic buildings and districts. The California State Historic Building Code provides flexibility in meeting building code requirements for historically designated buildings. Conditional Use Permits are available to allow adaptive reuse of historic structures consistent with the U.S. Secretary of the Interior's Standards and the character of the community. The Mills Act, which is a highly successful incentive, provides property tax relief to owners to help rehabilitate and maintain designated historical resources. Additional incentives recommended in the General Plan, including an architectural assistance program, are being developed and may become available in the future.

In addition to direct incentives to owners of designated historical resources, all members of the community enjoy the benefits of historic preservation through reinvestment of individual property tax savings into historical properties and an increased historic tourism economy. There is great opportunity to build on the existing local patronage and tourism base drawn to Old Town by highlighting and celebrating the community's rich history.

In addition to the General Plan Historic Preservation Element policies, the following policies are specific to Old Town for the implementation of educational opportunities and incentives for preservation of the community's historical resources.

### POLICIES

- HP-3.1** Provide opportunities for education and interpretation of Old Town's diverse history through the distribution of printed brochures, mobile technology (such as phone apps) and walking tours, and the installation of interpretive signs, markers, displays, and exhibits at public buildings and parks. Consider the use of excess public right-of-way and property for interpretive signage opportunities.
- HP-3.2** Work with businesses and organizations to create and promote new marketing and heritage tourism programs and opportunities.



*The Whaley House Museum offers residents and tourists with the opportunity to learn more about Old Town's history and culture.*

- HP-3.3 Support entering into agreements with non-profit organizations for the operations and management of the City-owned historic sites and to provide educational and interpretive programs for visitors.
- HP-3.4 Support the incorporation of historic markers and plaques to acknowledge the significance of the historic structures and cultural resources.
- HP-3.5 Support the installation of public art, statues, and other features that commemorate the character and historical value of historical and cultural resources.
- HP-3.6 Support the creation of interpretive programs to educate the public and acknowledge the cultural heritage and significance of the Kumeyaay people in the early history of California and Old Town.
- HP-3.7 Partner with local community and historic organizations to better inform and educate the public on the merits of historic preservation by providing information on the resources themselves, as well as the purpose and objectives of the preservation program.
- HP-3.8 Outreach to local businesses and other organizations operating within Old Town's various individually significant designated and potential historic resources to provide information on the benefits and responsibilities of historic resource stewardship.
- HP-3.9 Promote the maintenance, restoration, rehabilitation and continued private ownership and utilization of historic resources through existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.



*This mural is an example of public art that commemorates the Mormon Battalion, which marched from Iowa to San Diego in 1846-1847 to help secure California for the U.S. in the Mexican-American War.*



*El Campo Santo, shown here ca. 1898, should be preserved and maintained as a historical site to be enjoyed by the public. Photo courtesy of USC Digital Library, California Historical Society Collection.*



*Historic plaques such as this one at the Presidio site identify important sites in the history of San Diego.*

**TABLE 2-1: DESIGNATED HISTORICAL RESOURCES IN OLD TOWN, GROUPED BY THEME**

Name & Address	Significance	Year Built	Listings
<i>Spanish Period (1769-1821)</i>			
<b>The San Diego Presidio Site</b> <i>Bounded by Taylor St, Pine St, Harney St, Arista St, Cosoy Wy, Jackson St and Presidio Dr</i>	The San Diego Presidio Site (HRB Site #4) commemorates two important events: the founding of the first permanent European settlement on the Pacific Coast of the United States and the establishment of the first mission in California by Father Junipero Serra in 1769. From 1769 to 1776 the Presidio served as the base of operations for the Spanish settlers and continued to function as the seat of military jurisdiction in Southern California through 1837 under Mexican rule. The Presidio was originally constructed using wood for the exterior walls; however, in 1778 this material was replaced with adobe. The archeological remains were designated a National Historic Landmark in 1963.	1769	NHL HRB #4
<b>The Serra Palm Site</b> <i>Located within Presidio Park at the southeast corner of Taylor Street and Presidio Drive.</i>	The Serra Palm Site is the location where the four divisions of the Portola Expedition met on July 1, 1769. It was at this site that Father Junipero Serra planted a palm tree when he first arrived and was the starting point where the "El Camino Real" trail began. Although, the original tree Father Serra planted no longer remains a commemorative marker is located in its place.	1769	CHL #67 HRB #5
<b>The Franciscan Garden Site Block 413</b>	The Franciscan Garden Site Block 413 was constructed when the San Diego Presidio was built. This garden was used and cultivated by the Spanish settlers, although the garden has since been demolished a commemorative marker has been placed in its original location off of Taylor Street.	1769	HRB #44
<b>Casa de Carrillo</b> <i>4136 Wallace Street</i>	Casa de Carrillo was one of the earliest and largest residences constructed during the Spanish Period. It was originally built by Francisco Maria Ruiz and later became the home of Joaquin Carrillo and his family in the 1820s. Casa de Carrillo is but a remnant reconstruction of what it used to be. The original residence was constructed of adobe bricks with a smooth earthen plaster exterior.	circa 1810	CHL #74
<i>Mexican Period (1821-1846)</i>			
<b>Casa de Estudillo</b> <i>Located at the southeast corner of San Diego Avenue and Mason Street.</i>	Casa de Estudillo is an adobe residence that was originally constructed by Don Jose Maria Estudillo. This building housed three generations of the Estudillo family and is also referred to as Ramona's marriage or wedding place. The residence was reconstructed in 1910 and later restored by Hazel Waterman in 1969.	1828	NRHP CHL #53 HRB #14-A
<b>Casa de Bandini</b> <i>Located on Mason Street between San Diego Avenue and Calhoun Street.</i>	Casa de Bandini was a traditional Mexican style adobe residence constructed by Jose and Juan Bandini. Following its completion the home quickly became the social center of Old Town. In 1846, the residence became the headquarters of Commodore Stockton and Bandini provided supplies to his troops. In 1869, Alfred Seely purchased the property, added a second story and converted the residence to the Cosmopolitan Hotel. By 1900, Akerman & Tuffley had converted the building into an olive processing plant.	1829	CHL #72 HRB #14-C
<b>Casa de Machado-Stewart</b> <i>Located at the northwest corner of Congress and Mason Streets.</i>	Casa de Machado-Stewart is a restored adobe brick home constructed by Jose Manuel Machado. In 1845 Jack Stewart married Machado's youngest daughter, Rosa and moved in with the Machado family. Until 1966 the residence remained in the Stewart family.	1830	CHL #74 HRB #14-G
<b>Casa de Machado-Silvas</b> <i>Currently serves as the Old Town San Diego State Historic Park visitor center.</i>	Casa de Machado-Silvas is an adobe residence that was constructed by Jose Nicasio Silvas. Silvas lived in this residence with his wife Maria Antonia Machado and their children. This residence is also known as Casa de la Bandera (House of the Flag), in honor of Maria who hid the Mexican flag in her house from American forces. Casa de Machado-Silvas stayed in the Silvas family for over 100 years, and has since been a boarding house, saloon, restaurant, art studio, souvenir shop, museum, and church.	1935	CHL #71 HRB #14-E

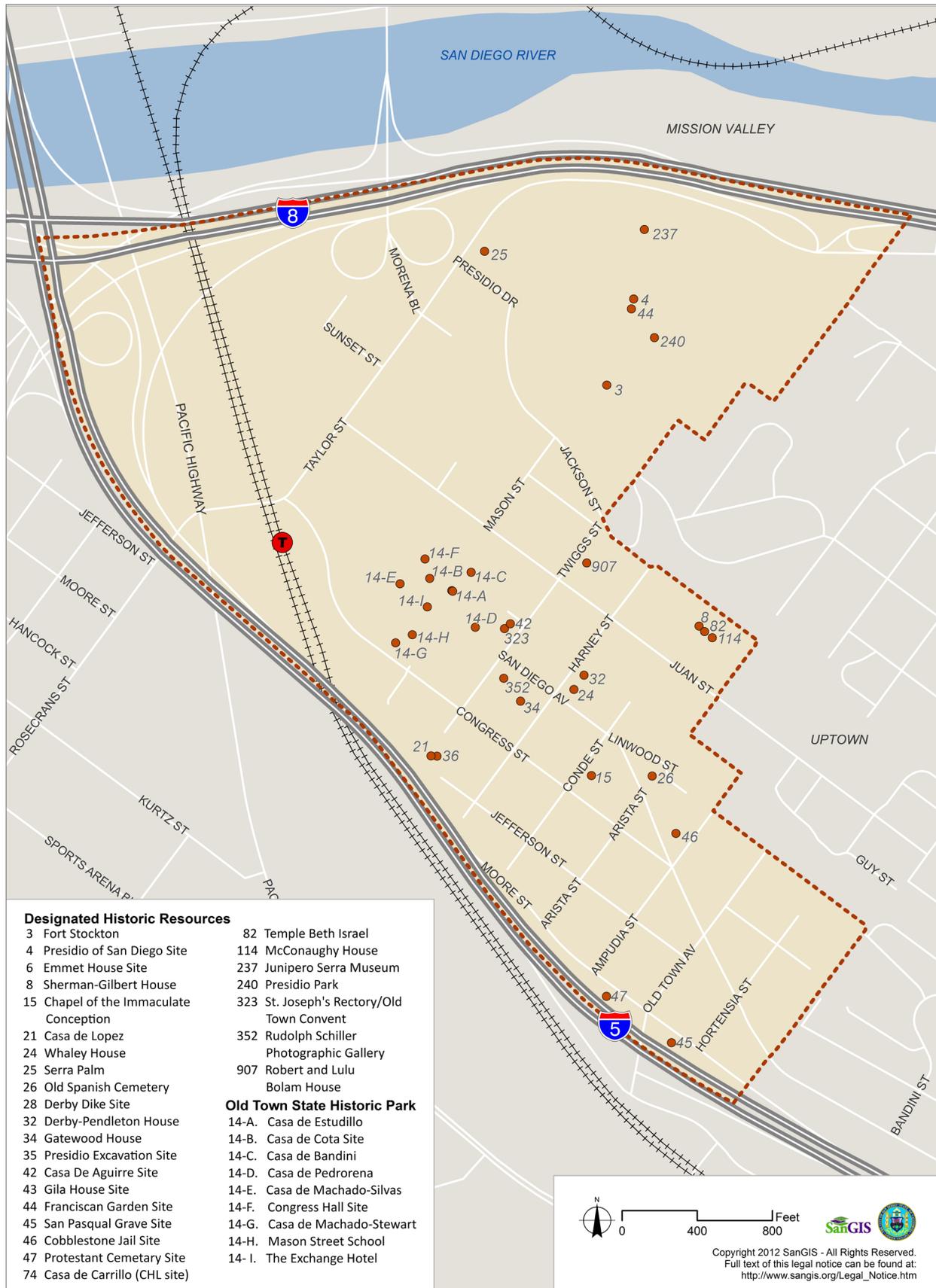
**TABLE 2-1: DESIGNATED HISTORICAL RESOURCES IN OLD TOWN, GROUPED BY THEME**

Name & Address	Significance	Year Built	Listings
<b>Casa de Cota Site</b> <i>Located at the northwest corner of Twigg's and Congress Streets.</i>	Casa de Cota Site was the location of an adobe residence said to have been built by Juan or Ramona Cota. The residence has since been demolished and an identification marker has been placed at its original location.	c.1835	CHL #75 HRB #14-B
<b>Casa de Lopez</b> <i>3890 Twigg's Street</i>	Casa de Lopez was an adobe residence constructed by Juan Francisco Lopez. The residence was also referred to as the Casa Larga or Long House and was one of the first larger residences to be constructed in the Pueblo of San Diego. In 1956 the residence was restored by Arnholt Smith. However seven years after its restoration, the home was demolished and reconstructed at its present site.	1835	CHL #60 HRB #21
<b>Fort Stockton</b> <i>Located within Presidio Park</i>	Fort Stockton was originally constructed in preparation for a military offensive from Los Angeles. The fortification was originally constructed of earth. In 1846 the U.S. Army rebuilt the fortification. It was here that the Mormon Battalion ended its march from Council Bluffs, Iowa on January 29, 1874.	1838	CHL #54 HRB #3
<b>Old Spanish Cemetery/ El Campo Santo</b> <i>Located at the northeast corner of San Diego and Old Town Avenues.</i>	The Catholic Parish of the Immaculate Conception laid out the Old Spanish Cemetery, also known as El Campo Santo, in 1840 and by 1880 the cemetery was discontinued.	1840	CHL #68 HRB #26
<i>American Transition Period (1846-1872)</i>			
<b>The Chapel of the Immaculate Conception</b> <i>3965 Conde Street</i>	The Chapel of the Immaculate Conception was an adobe chapel constructed by John Brown. Later the chapel was sold to Jose Antonio Aguirre who funded its reconstruction as a church. It was completely restored in 1936–1937.	1850	CHL #49 HRB #15
<b>The Exchange Hotel Site</b> <i>South Side of San Diego Avenue in Block 436</i>	The Exchange Hotel Site is the location of a brick and wood-framed building constructed circa 1950. It was destroyed in the Old Town Fire of 1872 and a historical marker has been placed at its original location.	1850	CHL #491 HRB #14-1
<b>The Casa de Aguirre Site</b> <i>2604 San Diego Avenue</i>	The Casa de Aguirre Site is the location of an early residence constructed in the 1850s. It has since been demolished and a historical marker has been placed at its original location.	1850s	HRB #42
<b>The Gila House Site Block 483</b> <i>3940 Harney Street</i>	The Gila House Site Block 483 is the location of an early residence constructed in the 1850s. It has since been demolished and a historical marker has been placed at its original location.	1850s	HRB #43
<b>The Derby Dike Site</b> <i>Located near Presidio Drive and Taylor Street.</i>	The Derby Dike Site is the location where the U.S. Army Corps of Engineers built a dike to divert the waters from the San Diego River into False Bay, now known as Mission Bay. However the river was not fully harnessed until the 1950s. The site of the Derby Dike is commemorated with a historical marker.	1850s	CHL #244 HRB #28
<b>The Derby-Pendleton House</b> <i>2482 San Diego Avenue</i>	The Derby-Pendleton House was constructed by Lieutenant George Horatio Derby, who came to San Diego to divert the San Diego River into False Bay. The building was moved from 3877 Harney Street to its current location in 1962.	1851	HRB #32
<b>The Cobblestone Jail Site</b> <i>2360 San Diego Avenue</i>	The Cobblestone Jail Site is the location of Haraszthy Jail. Agoston Haraszthy, the namesake of the jail, was the first sheriff in San Diego County. Completed in 1851, the jail was only used once; the first prisoner escaped by digging through the wall. It has since been demolished and a historical marker has been placed at its original location.	1851	HRB #46
<b>The Whaley House</b> <i>2482 San Diego Avenue</i>	The Whaley House is a single-family brick residence constructed by Thomas Whaley. It was one of the first buildings within Old Town built with eastern American style influences. In 1869 the north room was remodeled and converted into the County Courthouse. The building was restored in 1956.	1856	CHL #65 HRB #24

**TABLE 2-1: DESIGNATED HISTORICAL RESOURCES IN OLD TOWN, GROUPED BY THEME**

Name & Address	Significance	Year Built	Listings
<b>The Emmitt House Site</b> <i>3919 Twiggs Street</i>	The Emmitt House Site was constructed as a rooming house and restaurant and was later the location of San Diego's first County Hospital. The building was demolished in 1949 but a historical marker has been placed at its original location.	1860s	HRN #36
<b>The Congress Hall Site</b> <i>Southwest Corner of Calhoun Street and Wallace Street</i>	The Congress Hall Site is the location of a former saloon and Pony Express Station. The building was demolished in 1939 and a historical marker has been placed at its original location at Calhoun Street.	1860s	HRB #14-F
<b>The Mason Street School</b> <i>3966 Mason Street</i>	The Mason Street School, also known as the "little green school house", was a single room wood-framed building and was California's first public school building. The building was moved to its current location before 1870 and was restored by the State in 1962.	1865	CHL #538 HRB #14-H
<b>Casa de Pedrorena</b> <i>2616 San Diego Avenue</i>	Casa de Pedrorena was an adobe residence constructed by Miguel de Pedrorena, who originally arrived in Old Town in 1838. Pedrorena was a member of the Constitutional Convention at Monterey in 1849. This building was partially restored in 1968.	1869	CHL #70 HRB #14-C
<b>The Rudolph Schiller Photographic Gallery</b> <i>2541 San Diego Avenue</i>	The Rudolph Schiller Photographic Gallery was originally constructed in 1869 and later served as a residence.	1869	HRB #352
<i>The Automobile, Early Tourism and Preservation (1904-1939)</i>			
<b>The Junipero Serra Museum</b> <i>2727 Presidio Drive</i>	The Junipero Serra Museum was designed by architect William Templeton Johnson in the Spanish Colonial Revival style. Presidio Park, which surrounds the Junipero Serra Museum, was designed by John Nolen in 1925 and was donated to the City four years later. The park includes the San Diego Presidio Site.	1929	HRB #237

**FIGURE 2-2: DESIGNATED HISTORIC RESOURCES**



**TABLE 2-2: POTENTIALLY SIGNIFICANT HISTORIC RESOURCES IN OLD TOWN**

Address	APN	Potential Significance	Year Built	Status Code(s)
<i>Early American Development and Industrialization (1873-1929)</i>				
3920 Conde Street	4437210900	Criterion C; Excellent example of a Spanish Colonial Revival style residence.	1925	5S3
2533 Congress Street	4425703600	Criterion C; Older residence with good integrity.	1914	5S3
3893 Harney Street	4437211900	Criterion C; Older residence with good integrity.	c. 1915	5S3
3919 Harney Street	4437211700	Criterion C; Older residence with good integrity.	1923	5S3
3970 Harney Street	4426102700	Criterion C; Older residence with good integrity.	1913	5S3
2501 San Diego Avenue	4426102500	Criterion C; Rare surviving example of a retail store.	c. 1925	5S3
2521 San Diego Avenue	4426102200	Criterion C; Rare surviving example of a retail store.	c. 1910	5S3
2548 San Diego Avenue (Immaculate Conception Church)	4426211900	Criterion C; Excellent example of a Mission Revival style church.	1917	5S3
<i>Automobile, Early Tourism and Preservation in Old Town (1904-1939)</i>				
2836 Juan Street	4424900700	Criterion C; Excellent example of an early restaurant.	1938	5S3
2360 San Diego Avenue	4435133100	Criterion C; One of only two remaining auto courts in this period.	1929	5S1; 5S3
2414 San Diego Avenue	4435132300	Criterion C; Excellent example of a Spanish Colonial Revival style restaurant.	1938	5S3
2489 San Diego Avenue	4435130200	Criterion C; Excellent example of a Spanish Colonial Revival style restaurant.	c. 1925	5S3
2525 San Diego Avenue	4426102100	Criterion C; Excellent example of an early restaurant.	c. 1925	5S1; 5S3
4151 Taylor Street	4424900100	Criterion C; Excellent example of a Spanish Colonial Revival style restaurant.	1928	5S3
<i>Great Depression and World War II (1930-1945)</i>				
2384 Linwood Street	4435112000	Multi-Family Residential.	1941-1942	5S3
<i>Post World War II (1946-1970)</i>				
2361 Linwood Street	4435132900	Criterion C; Excellent example of multi-family residential development.	1959	5S3
2363 Linwood Street	4435132700	Criterion C; Excellent example of multi-family residential development.	1959	5S3
2365 Linwood Street	4435132800	Criterion C; Excellent example of multi-family residential development.	1959	5S3
2266 San Diego Avenue	4437410200	Criterion C; Excellent example of a Mid-century Modern style building.	1956	5S3
4145 Twiggs Street	4426220900	Criterion C; Excellent example of a Contemporary style residence.	1959	5S3
<i>Preservation and Tourism in Old Town (1950-1970)</i>				
3941 Mason Street	4425700300	Criterion C; Excellent example of a Western False Front style commercial building.	1953	5S3
4620 Pacific Highway	4427400600	Criterion C; Rare surviving example of a Googie style restaurant.	1966	5S3



# 3

## LAND USE

- 3.1 EXISTING LAND USE
- 3.2 PLAN LAND USE
- 3.3 PRESIDIO SUB-DISTRICT
- 3.4 HISTORIC CORE SUB-DISTRICT
- 3.5 CORE SUB-DISTRICT
- 3.6 HORTENSIA SUB-DISTRICT
- 3.7 HERITAGE SUB-DISTRICT
- 3.8 TAYLOR SUB-DISTRICT
- 3.9 RESIDENTIAL SUB-DISTRICTS
- 3.10 HILLSIDE SUB-DISTRICT
- 3.11 COMMUNITY PLAN HORIZON

## 3. Land Use

### GOALS

- A diverse mixture of commercial uses for residents, employees, visitors, and businesses.
- A balance between visitor-oriented uses and residential uses.
- Sub-districts with unique character and identity that enhance the community's livability.

### INTRODUCTION

The Community Plan envisions Old Town San Diego as a pedestrian-oriented historical small town. It seeks to ensure that new buildings and uses enhance the community character and livability with a strong emphasis on design that respects the history of the community and encourages pedestrian activity. To achieve this vision, the Land Use Element specifies policies for land use by sub-district.

**TABLE 3-1: EXISTING LAND USE DISTRIBUTION**

Existing Use	Acreage
Residential - Single Family	8.9
Residential - Multi-Family	12.1
Commercial - Retail	12.5
Hotel	10.4
Office	25.0
Self-Storage	3.3
Tourist Attraction	21.9
Institutional	6.8
Parks, Open Space	67.0
Parking Lot	5.4
Transit Center	4.8
Communications and Utilities	0.9
Undeveloped	1.9
Transportation	94
<b>Total</b>	<b>274.4</b>

### 3.1 Existing Land Use

Old Town San Diego has a mixture of commercial, residential and institutional uses as shown in Table 3-1. Commercial uses within the community include retail, hotel, and restaurant uses and multi-tenant and professional offices uses. Commercial uses are small in scale and pedestrian-oriented, and serve both residential customers and visitors. Residential uses within the community include single-family homes (151 units) and multi-family duplexes, apartments, and condominiums (323 units), totaling 474 housing units. Institutional uses include California Department of Transportation District 11 Offices, U.S. Navy's Public Works Facility, and Fremont Elementary School/Ballard Parent Center.

### 3.2 Plan Land Use

The Community Plan envisions a balance between residential and visitor-serving uses, supports the preservation of the community's historic buildings, and guides the development of new buildings to complement Old Town's historic small town character. Buildings and uses that complement and enhance the community's historic character will attract visitors and support commercial activity. Vice versa, the enhancement of historic and visitor-oriented activities within Old Town San Diego can create a demand for commercial uses such as professional offices, shops, and museums. Many land uses that are not tourism-oriented are drawn to the area primarily by the historical ambiance and stimulating environment. Historical interest and a variety of cultural activities support the livability of Old Town and can attract people who choose to live and work in the community. The Urban Design Element addresses the design of new buildings and landscaping to ensure they are consistent with Old Town's historic character.

Old Town San Diego functions as a small town with a mix of pedestrian-oriented residential, commercial and public space served by the Old Town Transit Center, which is consistent with the "City of Villages" General Plan concept. The Community Plan includes General Plan land use designations that are tailored to Old Town San Diego.

The Community Plan includes General Plan land use designations that are tailored to Old Town San Diego.

**RESIDENTIAL**

The Residential land use designation provides for the development of single family and multifamily housing units. Since the 1950s, residential uses within Old Town have been converted to commercial uses. However, the community’s historic character and its small town charm provide a unique setting for existing and future residential uses. The Community Plan’s guiding principles recognize the importance of maintaining Old Town as a residential community as well as a visitor attraction, and that residents can walk to the Core, the Old Town Transit Center, historic and cultural attractions, and parks. Residential uses within Old Town maintain the City’s birthplace as a living neighborhood, contributing a sense of vitality and complementing and supporting visitor-oriented and commercial uses.

The Community Plan encourages the development of housing of a variety of types and affordability levels within Old Town, in a manner that reinforces the pre-1871 community character. Opportunities to build shopkeeper quarters, primarily in the Core and Hortensia Sub-Districts, can provide small business owners and artists with the ability to live and work in the same location. Residential buildings that complement Old Town’s historic small town character could also replace out-of-scale non-historic buildings such as those found in the Hortensia Sub-District.

**COMMUNITY COMMERCIAL**

The Community Commercial land use designation provides for a variety of commercial uses including retail, office, and visitor commercial uses, as further addressed in the Economic Prosperity Element. In areas designated Community Commercial – Residential Permitted, residential uses can be integrated with a primary commercial use in order to enhance the community’s historical small-town character and livability, as addressed in the Sub-District policies.

**MIXED COMMERCIAL/RESIDENTIAL**

The Mixed Commercial/Residential land use designation provides an opportunity for standalone office, visitor-serving commercial, residential, or a mixed or residential and commercial on smaller parcels. Residential uses can include multi-family and shopkeeper units.

**PARK**

The Park land use designation identifies population-based parks with passive and/or active recreational uses that serve the household population including El Campo Santo Pocket Park and Presidio Community Park, as addressed in the Recreation Element. The Land Use Element discusses Presidio Park, the State Historic Park, and the County’s Heritage Park as Community Sub-Districts.

**INSTITUTIONAL**

The Institutional land use designation provides for public or semi-public uses including the Fremont School/Ballard Parent Center, Old Town Transit Center, Caltrans District 11 office building, U.S. Navy Public Works facility, Mormon Battalion Historic Center, and Old Adobe Chapel Historic Site.

**RAIL TRANSPORTATION**

Rail Transportation identifies land uses related to trolley, passenger train, and freight rail operations. Refer to the Mobility Element for additional discussion.



*Community Commercial uses along San Diego Avenue strengthen its character as Old Town’s “main street.”*

## LAND USE MATRIX AND MAP

The land use matrix in Table 3-2 summarizes the plan land uses by type, and allowable building intensities (floor area ratio or FAR) for non-residential uses and densities (in dwelling units per acre, or du/ac) for residential uses. The Land Use Map, Figure 3-1 designates the location of the planned land uses and is a visual representation of policies contained in the Community Plan and the General Plan. The text and figures of the Community Plan and General Plan are equally important to communicate the intent of Community Plan and General Plan policies. The Old Town San Diego Planned District within the Municipal Code implements the Community Plan policies through zoning and development regulations and controls pertaining to land use density and intensity, building massing, landscape, streetscape, parking, and other criteria.

## SUB-DISTRICTS

The Community Plan identifies sub-districts within Old Town San Diego based on their existing uses and character as shown in Figure 3-2. The Community Plan provides a vision and policies for each sub-district to help guide improvements and development that enhance the existing uses and support the community's historic character. The Old Town State Historical Park is included in the Community Plan to identify and maintain its land use importance as the City's historical core as the Pueblo de San Diego.

**TABLE 3-2: PLAN LAND USE DENSITIES AND INTENSITIES**

General Plan Land Use Designation	Community Plan Land Use Designation	Density Range (du/ac)	Floor Area Ratio
Park, Open Space, and Recreation	Parks	None	N/A
Residential	Residential - Low	5-9	0.6
	Residential - Low Medium	10-15	0.6
	Residential - Medium	16-25	0.6
Commercial Employment, Retail, and Services	Community Commercial – Residential Prohibited	None	1.0
	Community Commercial – Residential Permitted	0-25	0.6 <sup>1,2</sup>
Multiple - Use	Mixed Commercial Residential	0-25	0.6 <sup>2</sup>
Institutional	School/ Institutional	None	0.6 <sup>3</sup>

<sup>1</sup> A maximum FAR of 0.8 in mixed commercial/residential projects.  
<sup>2</sup> A maximum FAR of 1.0 within the Hortensia Sub-District.  
<sup>3</sup> A maximum FAR of 1.0 within the Taylor Sub-District.



Historic Presidio Park is one of the many diverse park land uses in Old Town.



The San Diego Mormon Battalion Museum provides information about the Mormon Battalion's contribution to early San Diego.

**FIGURE 3-1: LAND USE MAP**

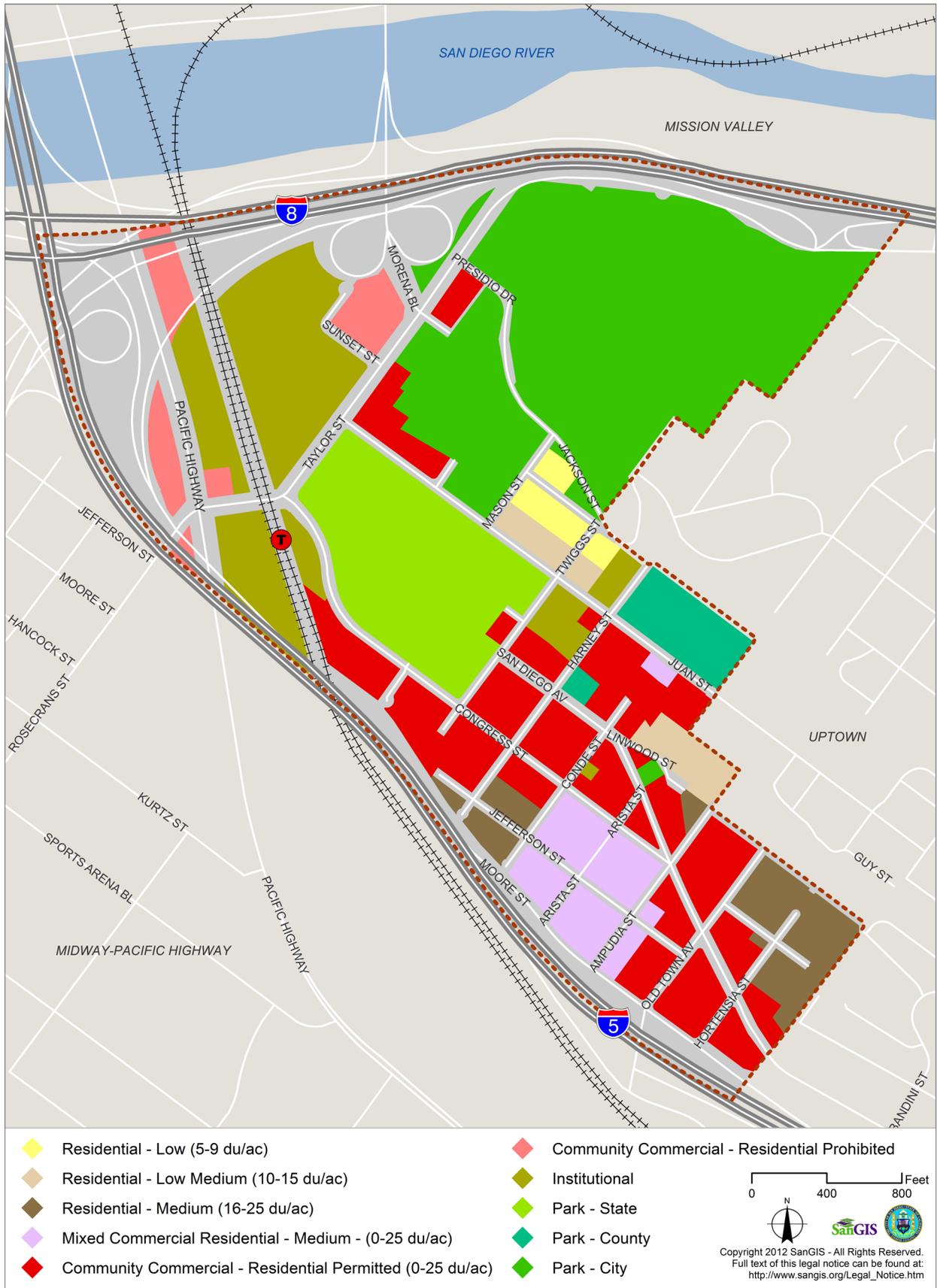
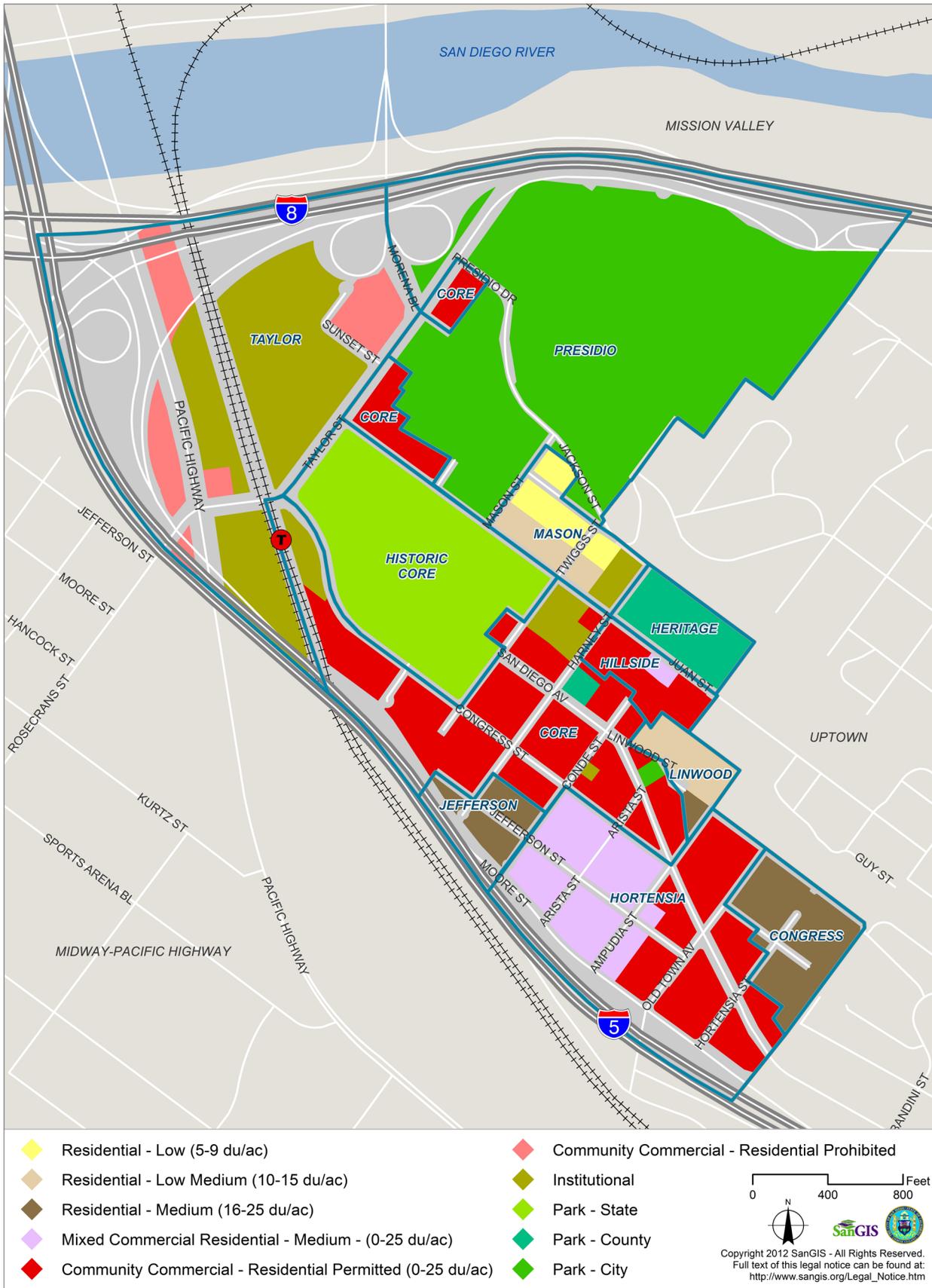


FIGURE 3-2: SUB-DISTRICTS

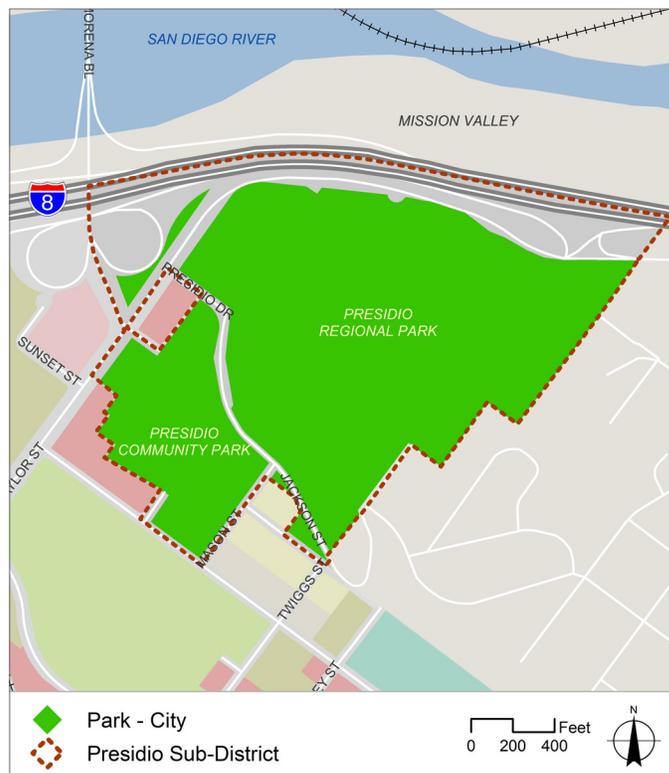


### 3.3 Presidio Sub-District

The Presidio Sub-District contains the historic Presidio Park, the Presidio Community Park and the Presidio Hills Golf Course. Presidio Park is designated as a regional park for its distinctive historic and cultural significance. The park commemorates the founding of the first permanent European settlement on the Pacific Coast of the United States by Spanish expedition led by Gaspar de Portola, the establishment of the first mission in California in 1769 by Father Junipero Serra, and the location of the Kumeyaay village of Kosaii which was at the foot of the hill when the Spanish landed in San Diego.

The Presidio of San Diego was strategically established on the hill by the Spanish to protect against invasions, and it provided views to the La Playa landing along the San Diego Bay. In addition to a garrison and Catholic mission, the Presidio contained work areas for the manufacture of lime and adobe bricks, temporary living areas occupied by Native Americans, livestock corrals and other agricultural uses. In 1774, the mission moved to its current location in Mission Valley. As the need for protection disappeared, most people abandoned the Presidio and established their homes below the hill, at the Pueblo de San Diego, by 1834.

By the early twentieth century, weeds covered the Presidio, broken red tiles were scattered, and the foundations of adobe walls were still visible. A portion of the remains of the Presidio were destroyed when part of the hill was removed for the construction of the San Diego River dike and Friars Road (formerly Mission



Valley Road). Between 1907 and 1937, George W. Marston helped preserve the Presidio remains by purchasing the properties making up Presidio Hill and establishing a public park including the Serra Museum, which was built in 1929. Marston donated approximately 37 acres in total to the City of San Diego for park purposes between 1929 and 1937.

During the development of Presidio Park by George Marston, a cross constructed with broken tiles from the Presidio was placed at the approximate site where Father Serra had erected his cross and blessed the ground in 1769. The Presidio ruins were marked by an adobe wall and protected by mounds of earth placed over the ruins and planted with grass. The grass-covered mounds suggest a part of the ground plan and outline of former walls and buildings of the Presidio. As it winds its way to the Serra Museum, Presidio Drive traverses over a section of the Presidio site.

The Serra Museum houses a large collection of archaeological and historical objects related to Native American, Spanish, Mexican and American periods through 1848. The former site of the Presidio is located in front of the Serra Museum and is a National Historic Landmark.



The Serra Museum, constructed by George Marston within Presidio Park, is an educational resource for early San Diego history.

Presidio Park also contains the Fort Stockton historic site, which was occupied as an American strategic garrison by the forces of Commodore Robert Stockton in 1846-1847 during the Mexican–American War. It was also at Fort Stockton in 1847 that the U.S. Army's Mormon Battalion ended its march from Council Bluffs, Iowa, to San Diego during the Mexican–American War in an effort to help incorporate San Diego as part of the United States.

The Presidio Community Park, which was developed in 1946, is located at the foot of the hill on which the Presidio and Fort Stockton sites are located. Presidio Community Park is approximately 12.21 acres in size, of which 3.15 acres are developed with a softball field, picnic area, a parking lot, a basketball court, lawn area and a recreation center for residents. Youth and adult sports leagues also use the softball field and the recreation center. The remaining 9.06 acres of the park are developed as the Presidio Hills Golf Course, opened in 1932 and operated privately under a lease from the City of San Diego. The golf course clubhouse is also the oldest adobe dwelling in San Diego, built in 1802 and known as the Casa de Carrillo.

## VISION

The Community Plan envisions maintaining and enhancing the Presidio Sub-District as a regional park with historical, cultural, and open space resources as well as active recreation uses within the Community Park and golf course. The resource-based portion of Presidio Park provides passive recreation with trails within its open space areas for the community and the region at large. Presidio Park's regional park designation stems from its historical significance and its landmark location and views. Its elevation provides hillside picnic areas, lawn areas, and trails with views to the San Diego Bay, Mission Bay, and the Pacific Ocean. The active recreation portion of the community park and the golf course provide sports facilities within the community. Goals and policies for the Regional Park and Community Park are found in the Recreation Element.



*Presidio Regional Park has many picnic and lawn areas in addition to historical resources and hiking trails.*



*Casa de Carrillo, Presidio Hills Golf Course's clubhouse in the Presidio Sub-District, is the oldest adobe building in San Diego. Photo courtesy of Save Our Heritage Organisation.*

The Community Plan envisions the enhancement of the pedestrian connections from the Transit Station and Old Town San Diego State Historic Park to the Presidio Park Sub-District to improve connectivity to the core of the community and the relationship between the Presidio and the historic Pueblo de San Diego. The enhancement of paths and trails within Presidio Park can improve accessibility to a significant area in San Diego's history. Enhancements could include sidewalks/trails, the installation of wayfinding signage, interpretive/educational signs, picnic tables, and scenic overlooks or viewpoints to the San Diego Bay, Mission Bay, and San Diego River.

The protection and enhancement of views, through the improvement of overlook areas along the trails and the removal of non-native vegetation on the slope above the golf course, can reestablish a clear visual link between Old Town San Diego State Historic Park and the Presidio. Portions of the Presidio Park open space areas are within the City’s Multi-Habitat Planning Area, which focuses on the preservation of sensitive habitats and plant species. The preservation and maintenance of open space areas contribute to the visitors’ experience of nature and a sense of what it may have felt like to live in early, undeveloped San Diego.

Removing or limiting vehicular access on Presidio Drive from Jackson Street to the Serra Museum could help to preserve the historic resources of Presidio Park, reduce cut-through traffic, and enhance pedestrian and bicycle access to the Presidio. The removal of architectural barriers that currently hinder access to the Serra Museum, in a way that does not detract from the architectural character of the building, will ensure that people with varying abilities can enjoy access to the museum .

The Kumeyaay village of Kosaii was generally located at the foot of Presidio hill adjacent to the San Diego River. The establishment of a Kosaii village commemorative site along Taylor Street could help to acknowledge the cultural heritage and significance of the Kumeyaay people in the early history of California and Old Town.

A Presidio Park Master Plan will support and provide greater direction for the park, and will reaffirm the purpose of Presidio Park as a historical resource and regional park. It will create policies and guidelines for enhancements within the park and identify improvements in greater detail. The Master Plan will include the goal of preserving, protecting and enhancing the natural conditions of Presidio Park’s environment while providing a balance between protecting the park’s sensitive resources and allowing for passive recreation use.

**POLICIES**

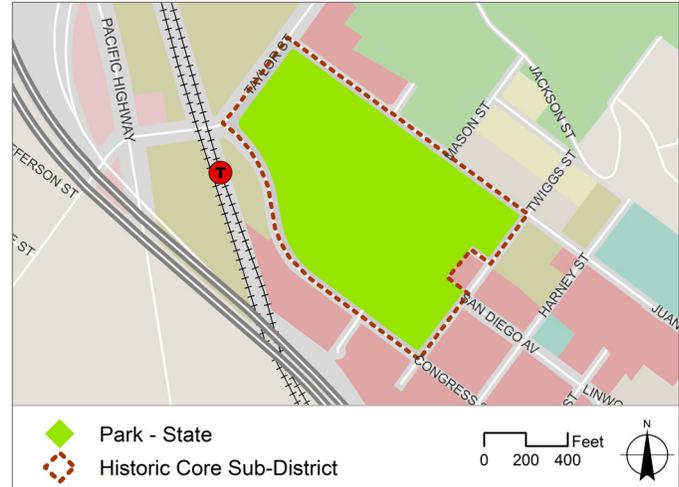
- LU-3.1 Preserve and enhance the historical value of Presidio Park as the site of the first European settlement in California and the site of early Native American settlement.
- LU-3.2 Support the establishment of a comprehensive interpretive program and exhibits at the Presidio site and Serra Museum.
- LU-3.3 Support the preparation of the Presidio Park Master Plan and Natural Resource Management Plan to preserve, protect and enhance the park and the historical and cultural resources it contains.
  - a. Create a pedestrian connection along Jackson Street between Presidio Drive and Mason Street to improve access to the recreation center.
  - b. Study alternatives to the existing park circulation system design that could improve pedestrian and bicycle access within the park.
  - c. Develop a trail plan to enhance trails and paths into and within the Presidio Park to improve accessibility and connectivity from Old Town San Diego to open space areas and scenic overlooks.
  - d. Support the removal of non-native vegetation and the preservation and maintenance of native and sensitive habitats and plant species in open space areas to reestablish a visual link between Old Town San Diego State Historic Park and the Presidio.
- LU-3.4 Support the removal of architectural barriers to provide greater accessibility to the Serra Museum in a manner that does not detract from the architectural character of the building and the Presidio site.
- LU-3.5 Install wayfinding signage to identify pedestrian paths leading into Presidio Park and to guide pedestrians to the paths.
- LU-3.6 Create a pedestrian connection along Taylor Street north of Presidio Drive to improve access to the northeast portion of Presidio Park.

- LU-3.7 Consider removing or limiting vehicular access on Presidio Drive from Jackson Street to the Serra Museum to preserve sensitive historic resources and improve pedestrian and bicycle access and safety.
- LU-3.8 Support the installation of a monument to commemorate the Kosaii settlement.

### 3.4 Historic Core Sub-District

The Historic Core Sub-District is where the City of San Diego began as the Pueblo de San Diego. The State Department of Parks and Recreation established Old Town San Diego State Historic Park in 1968 to commemorate and preserve one of the first settlements in the State as it existed during the Mexican period (1821 to 1846) and the American Transitional period (1846 to 1872). The State Historic Park contains restored original historic buildings and reconstructed sites, along with early twentieth century buildings designed in accordance with the historic character of the park. The Old Town San Diego State Historic Park's unique environment provides opportunities for passive recreation and attracts residents and visitors to its museums, retail shops and restaurants located along the central plaza. The Park has three original restored adobe buildings: the Casa de Estudillo, Casa de Machado-Stewart and Casa de Machado-Silvas. The streets have been closed to vehicular traffic, which has created a strong pedestrian environment.

By the early 1820s, retired soldiers from the Presidio and settlers from Europe, Mexico, and the United States established a civilian settlement at the foot of Presidio Hill and adjacent to the San Diego River. During the early part of the Mexican period, the Old Town area was the commercial and governmental hub of the San Diego region, even though its population was never more than a few hundred persons. By 1834, the Mexican government granted San Diego the status of a pueblo (town). When California was admitted to the United States in 1850, San Diego was made the county seat of San Diego County. In 1871, City records were moved from Old Town to New Town, which permanently eclipsed Old Town as the administrative and commercial center of San Diego.



#### VISION

The Community Plan envisions the Historic Core as a thriving pedestrian destination that preserves and celebrates the historic and multicultural identity and traditions inherent to Old Town.

The community's attractiveness to visitors relies on maintaining and enhancing the historic qualities of the Historic Core Sub-District. The inclusion of additional reconstructed structures will provide a comprehensive representation of the early history of San Diego and provide an approximate representation of building density and design of the early town. Planning for the Historic Core Sub-District focuses on reducing visitor-oriented vehicle traffic circulation for parking and improving pedestrian and bicycle connections to the Historic Core from the Transit Center, the Core, and Presidio Park. The long-term relocation of visitor parking from the Historic Core to parking facilities along Pacific Highway in combination with pedestrian and bicycle improvements to strengthen connections to the Old Town Transit Center will reduce vehicle traffic within the community and provide area for historic development within the Historic Park.

The Plan envisions that the Historic Core Sub-District will reestablish a stronger connection to the Core Sub-District, since both include a portion of the community's main street commercial area center along San Diego Avenue. The Historic Core and the Presidio have been historically connected. Improving the pedestrian and bicycle environment, along with the installation of wayfinding signage will help re-establish this connection for visitors.

**POLICIES**

- LU-4.1 Encourage enhancements to the Old Town State Historic Park that strongly reflects the character of the Old Town from its founding to 1871.
- LU-4.2 Encourage the restoration and preservation of the early townscape character, including ground patterns, adobe-colored surfaces, and building material textures.
- LU-4.3 Support the reconstruction of buildings including structures from the Mexican and American Transitional periods.
- LU-4.4 Support the enhancement of the pedestrian environment with the Historic Core.
- LU-4.5 Support closing Calhoun Street and Wallace Street to vehicles.
- LU-4.6 Support relocating surface parking from the Historic Core to visitor-oriented parking facilities within the Taylor Sub-District.
- LU-4.7 Support the enhancement of trails or paths within the Historic Core to improve accessibility and connectivity to Presidio Park.
- LU-4.8 Encourage the use of native landscaping.
- LU-4.9 Maintain the existing tree species wherever possible, including non-native trees which due to their size and age are a major asset.
- LU-4.10 Support accessibility and connectivity between the historic sites, including the historic core, and the rest of the community.
- LU-4.11 Consider the expansion of the State Historic Park to incorporate the area north of Juan Street and east of Taylor Street to Mason Street, which includes the Casa de Carrillo historical landmark and other subterranean historical resources.



*Old Town State Historic Park recreates the townscape character of San Diego's first European settlement.*



*The McCoy House is one of the historic American Transitional period structures in the Historic Core.*



*San Diego Avenue leads visitors into early San Diego within the State Historic Park.*

### 3.5 Core Sub-District

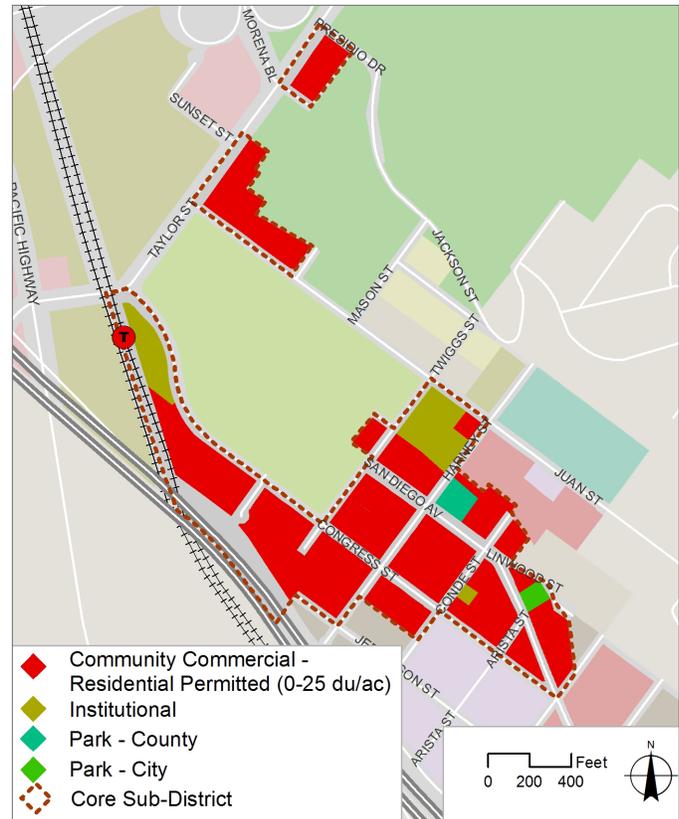
The Core Sub-District serves as the center of Old Town San Diego, possesses significant draws for shopping, arts, crafts and culture, and dining. Old Town is an entertainment and celebration destination. Visitors and residents of the San Diego region congregate in Old Town for its lively mixture of dining establishments, entertainment, and cultural events. The Old Town State Historic Park provides a visitor stream to the businesses and attractions in the Core. The Sub-District has smaller structures with commercial and residential uses, including historic buildings, which together provides a unique, pedestrian-scaled environment that recalls the Core's past.

The Core centers on San Diego Avenue and has a historic relationship to the Old Town State Historic Park. San Diego Avenue has served as Old Town San Diego's main commercial shopping street since the American Transitional period (1846 to 1872). San Diego Avenue is a vibrant main street with pedestrians visiting its restaurants and cafés, retail stores, and historic places. The Whaley House Museum is historic icon on San Diego Avenue, as is the historic Immaculate Conception Church which endures as a community hub. The El Campo Santo Cemetery is the resting place for many of the early residents of San Diego, and the Adobe Chapel is a popular historic attraction on adjacent Conde Street. San Diego Avenue is periodically closed for cultural and special events to provide additional space for festive crowds.

Congress Street contains a mix of retail, dining, and small offices, and provides a direct connection to the Old Town Transit Center.

#### VISION

The Community Plan envisions that the Core will reestablish a stronger connection to the State Historic Park to create a sense of continuity along the historical main street commercial area of San Diego Avenue. The community's attractiveness to visitors, residents, businesses and employees relies on maintaining and enhancing the historic and cultural qualities of the Core that spark interest.



Planning for the Core revolves around maintaining high pedestrian activity levels, improving pedestrian and bicycle circulation, rejuvenating public spaces, extending the character of the Historic State Historic Park into the Core Sub-District, and protecting Core's historic qualities while balancing the demand for visitor parking. Commercial and residential uses will continue to coexist while maintaining the Core's historic character. New buildings will provide a fine-grained design with articulation, scale, bulk, mass, and uses that are complementary with the core's character and enhance the pedestrian environment.

The Community Plan envisions the creation of a plaza at the City-owned parking lot on Twiggs Street, if a structure is constructed to provide visitor parking below ground at the City-owned property or the visitor parking is replaced elsewhere within the community. The Twiggs Street plaza will provide opportunity for cultural events, outdoor markets, and recreational uses.

**POLICIES**

- LU-5.1** Maintain and enhance the Core as the central commercial/retail area of the Old Town San Diego community.
- LU-5.2** Increase the sense of linkage to the State Historic Park by providing an emphasized transition into the Core.
- LU-5.3** Encourage retail (including small-scale grocery), specialty retail, and eating establishments for visitors and residents.
- LU-5.4** Expand the sense of the Core as a small town by creating small professional offices and studios for artists and design-oriented professionals.
- LU-5.5** Allow professional offices and studios at both the ground floor level and upper floors of buildings along Congress Street.
- LU-5.6** Allow professional offices and studios above or behind street-level retail uses along San Diego Avenue.
- LU-5.7** Encourage indoor-outdoor eating establishments, bazaars, and similar primarily visitor-oriented activities.
- LU-5.8** Encourage pedestrian- and visitor-oriented retail uses to occupy the ground floor frontages, including, but are not limited to, art galleries, variety stores, gift shops, and sidewalk cafes.
- LU-5.9** Allow shopkeeper units that provide craftsmen and artisans the ability to live, work, and sell their products.
- LU-5.10** Encourage buildings that have residential above or behind street-level commercial uses.
- LU-5.11** Consider the use of the City-owned parking lot on Twiggs Street as a plaza for public gatherings including, but not limited to, community events or an outdoor market, should replacement parking be provided below grade or in the Taylor Sub-District or in another location outside of the Core.



*Pedestrian-oriented commercial uses and indoor-outdoor restaurants in the Core create an inviting atmosphere.*



*Buildings that mix ground-floor commercial uses with residential uses are encouraged in the Core.*



*Development should maintain the primarily commercial/retail orientation of the Core and incorporate pedestrian-oriented spaces.*

### 3.6 Hortensia Sub-District

The Hortensia Sub-District serves as the southern gateway to the community, and contains larger scale office and hotel buildings generally built in the 1970s and 1980s as well as smaller scale residential uses. The bulk, scale, and architectural style of some of the larger buildings in Hortensia do not relate to the community's historic scale and character. Hortensia also contains the Fremont School/Ballard Parent Center on Congress Street.

#### VISION

Hortensia will continue to include a mix of hotel, office, and residential uses. The Community Plan envisions enhancing non-historical commercial buildings to be consistent with Old Town's historical character, or replacing them with buildings that respect Old Town's historical architectural styles and building size precedents as described in the Urban Design Element. To incentivize the replacement of existing large-scale office and hotel buildings with new structures compatible with Old Town's historical scale and character, the Community Plan supports allowing parcels in Hortensia of 20,000 square feet in size or greater to redevelop up to a floor area ratio of 1.0 provided that the proposed development is consistent with the policies in Section 5.1 of the Urban Design Element.

The Ballard Parent Center property provides an opportunity to incorporate public, commercial, residential, and educational uses with a design that respects the community's historic character. Residential uses at the site offer an opportunity to provide affordable housing. The Community Plan envisions a plaza or pocket park to provide additional public gathering and passive recreational space at the Ballard Parent Center or as part of the replacement of other larger commercial buildings in the sub-district. New development will restore the historic grid pattern by providing a local street or public pedestrian pathway that connects Arista Street between Congress and Jefferson Streets.



#### POLICIES

- LU-6.1 Allow a mix of retail, office, hotel, and residential uses in Hortensia, which can be combined within a single building or in multiple buildings.
- LU-6.2 Allow ground-floor residential uses and shopkeeper units in Hortensia.
- LU-6.3 Support the public or private reuse of the Ballard Parent Center should the San Diego Unified School District identify the site as excess property or for public/private shared use.
  - a. Require private and encourage public new development to be consistent with the pre-1871 Old Town architectural styles, historical precedent building sizes.



*The Ballard Parent Center could be the site of future mixed-use development.*

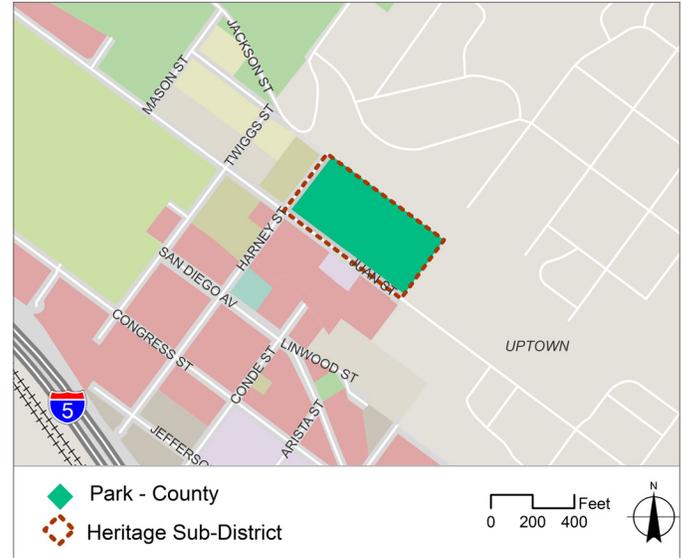
- b. Require private and encourage public new development to provide the Arista Street connection through the Ballard Parent Center property as: 1) a local street consistent with the width and design of the existing section of Arista Street, or 2) a pedestrian path open to the public with a minimum width of 30 feet.
- c. Allow the right-of-way area for the Arista Street connection to be included in the basis for residential density and floor area ratio calculation.
- d. Consider development that provides additional vehicle parking for Old Town San Diego visitors.
- e. Encourage residential and commercial mixed-use or educational and commercial mixed-use, which can be combined within a single building or in multiple buildings.
- f. Encourage the inclusion of affordable housing.
- g. Encourage the incorporation of a plaza or pocket park open to the public.

**LU-6.4** Require new development in Hortensia to be consistent with the historical scale and architectural character of structures that existed in Old Town prior to 1871.

**LU-6.5** Allow properties in Hortensia with a lot area of 20,000 square feet or greater to be redeveloped up to a 1.0 floor area ratio if all buildings are consistent with the maximum historical precedent building sizes and policies in Urban Design Element Section 5.1.



*The placement of the structures along the Park's central promenade creates the impression of a Victorian village.*



### 3.7 Heritage Sub-District

Heritage Park is the only use in the Sub-District. The County of San Diego Park is dedicated to the preservation of San Diego's Victorian architecture and consists of seven relocated Victorian buildings, built between 1887 and 1896, along a passive park with lawn and picnic areas. Public and private funds paid for the acquisition, relocation, and restoration of these buildings.

#### POLICIES

- LU-7.1** Encourage active use of the historic Victorian structures with community- and visitor-serving uses that are compatible with the character of Heritage Park.
- LU-7.2** Support Heritage Park as a County park dedicated to the preservation of San Diego's Victorian architecture and Victorian structures.
- LU-7.3** Consider the relocation of additional Victorian structures to Heritage Park to recreate the character of a Victorian village.

### 3.8 Taylor Sub-District

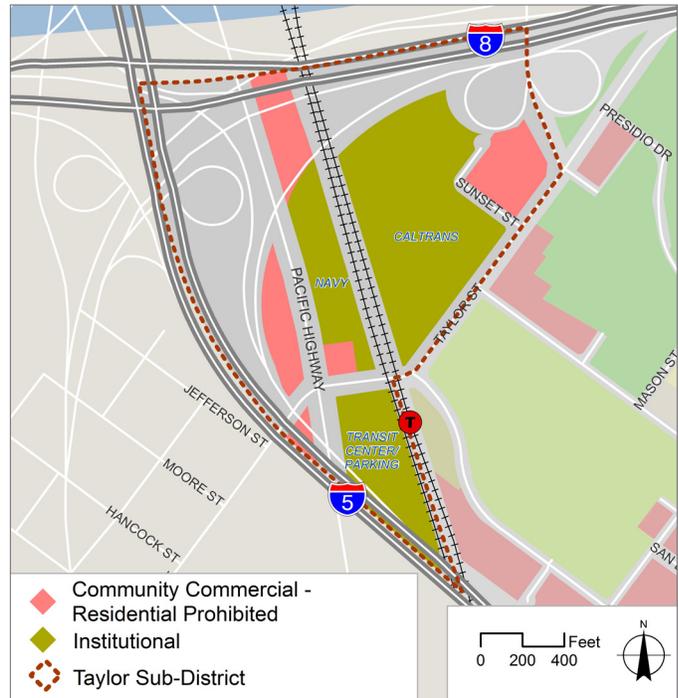
The Taylor Sub-District serves as the northern gateway to the community and contains institutional uses including the Caltrans District 11 office building. The Community Plan envisions hotels, institutional uses, and visitor-oriented parking supportive of the Historic Core and Core Sub-Districts. The Mobility Element's parking section provides policies regarding the Old Town Transit Center.

#### POLICIES

- LU-8.1 Encourage hotel uses and visitor-oriented parking within the Taylor Sub-District.
- LU-8.2 Support the use of the Caltrans District 11 office parking area for evening, weekend, and holiday visitor-oriented parking.
- LU-8.3 Support the use of the U.S. Navy Public Works complex on Pacific Highway for visitor-oriented parking should the complex relocate to another location.
- LU-8.4 Support the development of a parking structure for transit- and visitor-oriented parking at the Old Town Transit Center parking area along Pacific Highway.



The Old Town Transit Center is a significant activity center in the Taylor Sub-District and in Old Town.



The Community Plan supports the development of a parking structure to increase parking capacity at the Old Town Transit Center.



The Caltrans District 11 Headquarters institutional use occupies the largest parcel in the Taylor Sub-District.

### 3.9 Residential Sub-Districts

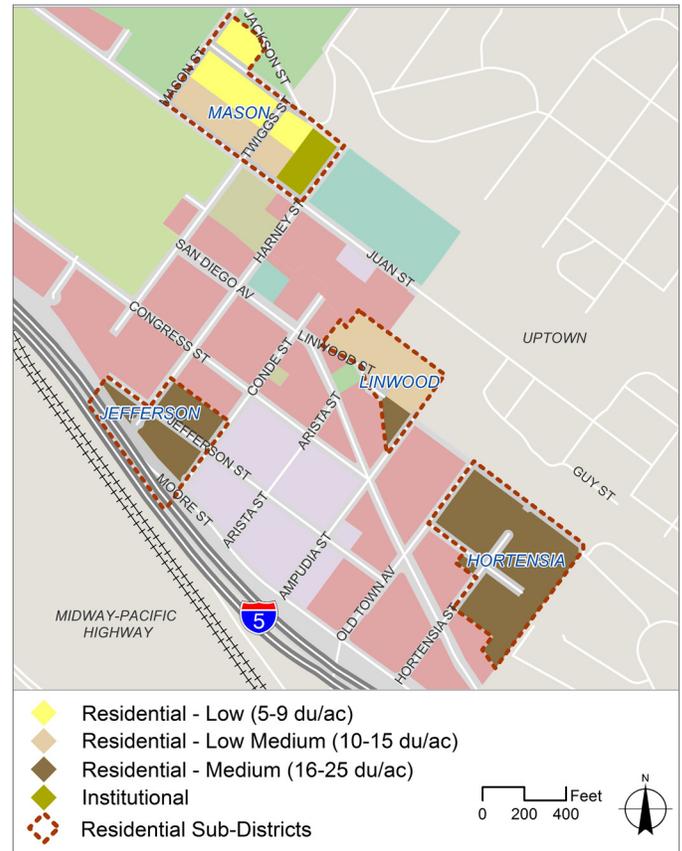
The four residential sub-districts (Jefferson, Linwood, Congress, and Mason) are predominantly residential neighborhoods of varying density that continue to reflect the community’s residential-oriented past as a small settlement.

The Jefferson Sub-District contains a mix of single- and multi-family homes adjacent to I-5. The Linwood Sub-District, located between the San Diego Avenue commercial corridor and the Juan Street hill, contains a few older single-family homes on single parcels, small bungalows on a large parcel, and multi-family homes. The Congress Sub-District contains a mix of single- and multi-family homes adjacent to the hillsides of Mission Hills at the southern end of the Community. The Mason Sub-District is a neighborhood consisting mainly of single-family homes with a few multi-family homes adjacent to hillsides of Presidio Park. The potential George Marston Historic District is located within the Mason Sub-District, and consists of a group of residences that were designed in the Minimal Traditional and Ranch styles and are significant historic resources under the Great Depression and World War II and Post-World War II themes.

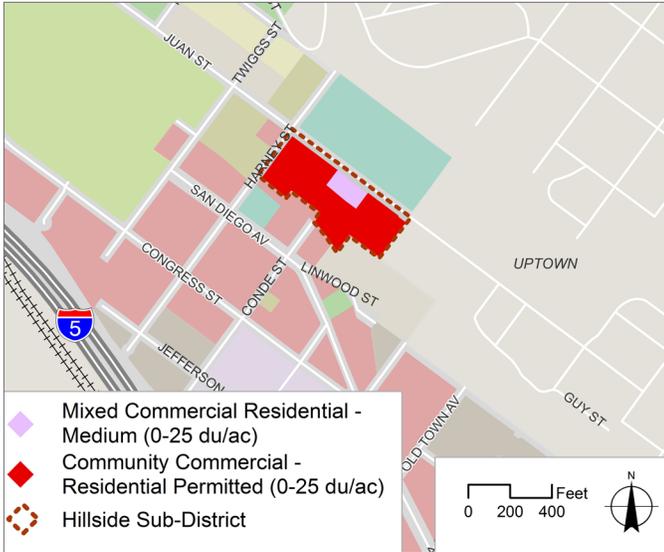
The Community Plan envisions maintaining the residential character of the Jefferson, Linwood, Congress, and Mason Sub-Districts and preserving and enhancing the historic character of the potential George Marston Historic District.

#### POLICIES

- LU-9.1 Maintain the residential and small-scale character of the Residential Sub-Districts.
- LU-9.2 Allow the development of additional single-family homes and multi-family homes on larger parcels while still maintaining older single-family and bungalow homes.
- LU-9.3 Protect and maintain single-family homes within the Mason Sub-District.
- LU-9.4 Preserve, protect and enhance the historic resources within the potential George Marston Historic District, and maintain its character as a residential neighborhood.



*This hillside multi-family development is a good example of using building articulation, altito roof effect, and creative site design to achieve a human-scale appearance.*



Development in the Hillside Sub-District should be pedestrian-oriented and compatible with adjacent historical sites including the Derby-Pendleton House.

### 3.10 Hillside Sub-District

The Hillside Sub-District occupies visually prominent land in Old Town and contains the Hacienda Hotel and small-scale residential buildings. The Community Plan envisions hotel and visitor-oriented commercial uses as well as residential uses in Hillside.

#### POLICIES

- LU-10.1** Allow a mix of hotel, commercial, and residential uses in Hillside, which can be combined within a single building or in multiple buildings.
- LU-10.2** Ensure that the massing, scale, and architectural style of development in the Hillside Sub-District is compatible with adjacent historical resources in the Core and Heritage Sub-Districts.
- LU-10.3** Ensure that development in the Hillside Sub-District is designed to build upon the area's topography and allows for enhanced views uphill from Juan Street and San Diego Avenue.
- LU-10.4** Encourage pedestrian-oriented commercial and hotel uses along Harney Street and Conde Street.
- LU-10.5** Allow ground-floor residential uses along Juan Street in Hillside.

### 3.11 Community Plan Horizon

The Community Plan planning horizon data in Table 3-3 represents the amount of development that is assumed over the 30-year period, or "planning horizon," covered by the Community Plan. It was calculated assuming maximum density (units per acre) for land use designations that allow residential uses. Designation of sites for certain land uses does not mean that they will undergo change within the 30-year horizon of the Community Plan. Table 3-3 provides a reasonable assessment of Old Town San Diego's development potential.

For the purposes of calculating the future household population, it has been assumed that 1.7 persons reside in each household, and that there is a 96 percent occupancy rate for the community at the year 2045. The persons per household and vacancy rate are assumptions to calculate potential residential population at the Community Plan horizon year; and they do not constitute a Community Plan policy. While anticipated development of the Community Plan could occur before or after this date, it represents a 30-year horizon for estimation purposes.

**TABLE 3-3: PLANNING HORIZON**

	Existing (2015)	Future Change	Horizon Total
Household Population	832	353	1,185
Employment (Jobs)	5,100	658	5,758
Residential (Units)	474	251	725

Source: SANDAG Series 13 Forecast



# 4

## MOBILITY

- 4.1 PEDESTRIAN ENVIRONMENT
- 4.2 BICYCLING
- 4.3 TRANSIT
- 4.4 PARKING
- 4.5 WAYFINDING SIGNAGE
- 4.6 STREETS

## 4. Mobility

### GOALS

- Streets that enhance walking and bicycling connections between parks, historical, and cultural sites, adjacent communities, and the Old Town Transit Center.
- Transit as a mode of choice for residents, employees, and visitors.
- Adequate parking that supports visitor attractions and does not detract the community character.
- A coordinated wayfinding system that supports the visitor experience and enhances the community character.

### INTRODUCTION

Old Town San Diego is a pedestrian-oriented community with a mix of residential, hotel, office, and retail uses and cultural and historic attractions on an interconnected grid street network with small blocks. This street network pattern allows frequent intersections, easy connections, and short walking distances between the Community's destinations. Most of the community's streets are narrow, helping to define the urban form and public realm of the community, and relate to the scale of Old Town San Diego's historic context.

The Old Town Transit Center is a focal point for transit and rail access, which supports pedestrian activity for visitors, residents, and employees. The freeways (I-8 and I-5) that bound the Community to the north and west affect the environment for pedestrians and bicyclists by limiting the connections to adjacent communities and the San Diego River. Due to vehicular congestion in the adjacent Midway-Pacific Highway community, traffic from adjacent communities uses Taylor Street to access I-8 which causes congestion in Old Town and detracts from the community's small-town character.

The Community Plan reinforces Old Town San Diego's character as a pedestrian-oriented community by placing an emphasis on walking, bicycling and transit as modes of transportation for visitors, employees and residents. The mobility vision for Old Town is to maintain the existing grid network of streets while enhancing the pedestrian and bicyclist environment to improve the public realm and strengthen connections between visitor destinations, parks, the Core, the Old Town Transit Center and the San Diego River Park. In order to reduce the amount of vehicular traffic circulating through the community searching for parking, the Community Plan envisions a greater share of visitors and employees using transit and supports additional commuter, visitor and employee parking supply at the periphery of the community.

The Mobility Element recommends improvements to reduce conflicts between different transportation modes and enhance pedestrian connections and accessibility. Improvements will be consistent with the historic character of the community and will incorporate design features that relate to Old Town San Diego's small-town scale and history. The Urban Design Element complements the Mobility Element by providing guidance for streetscape design and the provision of gateways, wayfinding signage, pedestrian-oriented lighting, and street trees that will help create a more pleasant walking environment within Old Town San Diego.



*The goal of the Mobility Element is to accommodate all modes of transportation to support a vibrant and safe Old Town community.*

## 4.1 Pedestrian Environment

Pedestrian routes establish connections between visitor destinations, parks, the Core, the Old Town Transit Center and the San Diego River Park, as shown in Figure 4-1. The pedestrian route types are defined in Box 4-1 and are based on the City's Pedestrian Master Plan. Cohesive streetscape design along pedestrian routes will improve the pedestrian environment and encourage people to walk to businesses and visitor destinations, as well as reinforce Old Town San Diego's historic character and small-town sense of place. Streetscape improvements can include widening existing sidewalks and designing new sidewalks along pedestrian routes to support pedestrian activity by incorporating landscaping, street furniture and street trees. The Mobility Element recommends focused sidewalk and crosswalk improvements along pedestrian routes to enhance accessibility and the physical environment for pedestrians of all ages and abilities, at the locations identified in Figure 4-4. The components of streetscape design are further addressed in the Urban Design Element. Pedestrian improvements will be consistent with Old Town San Diego's historic character.

### POLICIES

- ME-1.1** Improve the pedestrian environment by enhancing pedestrian connections and accessibility between historic and cultural attractions, parks, and the Old Town Transit Center.
- ME-1.2** Provide streetscape improvements that enhance the pedestrian environment and are consistent with the community's historic character.
- ME-1.3** Work with Caltrans and SANDAG to improve the pedestrian connections to adjacent communities at the freeway underpasses at Morena Boulevard, Pacific Highway, and Rosecrans Street and at the Old Town Avenue bridge.

#### BOX 4-1: PEDESTRIAN ROUTE TYPES

##### *District Sidewalks*

Sidewalks with heavy pedestrian levels and with an identifiable focus to encourage walking within a district node.

##### *Corridor Sidewalks*

Sidewalks with moderate pedestrian levels that connect to district nodes.

##### *Connector Sidewalks*

Sidewalks with lower pedestrian levels that connect to corridor or district sidewalks.

##### *Neighborhood Sidewalks*

Sidewalks with low to moderate pedestrian levels within residential areas.

##### *Ancillary Pedestrian Facilities*

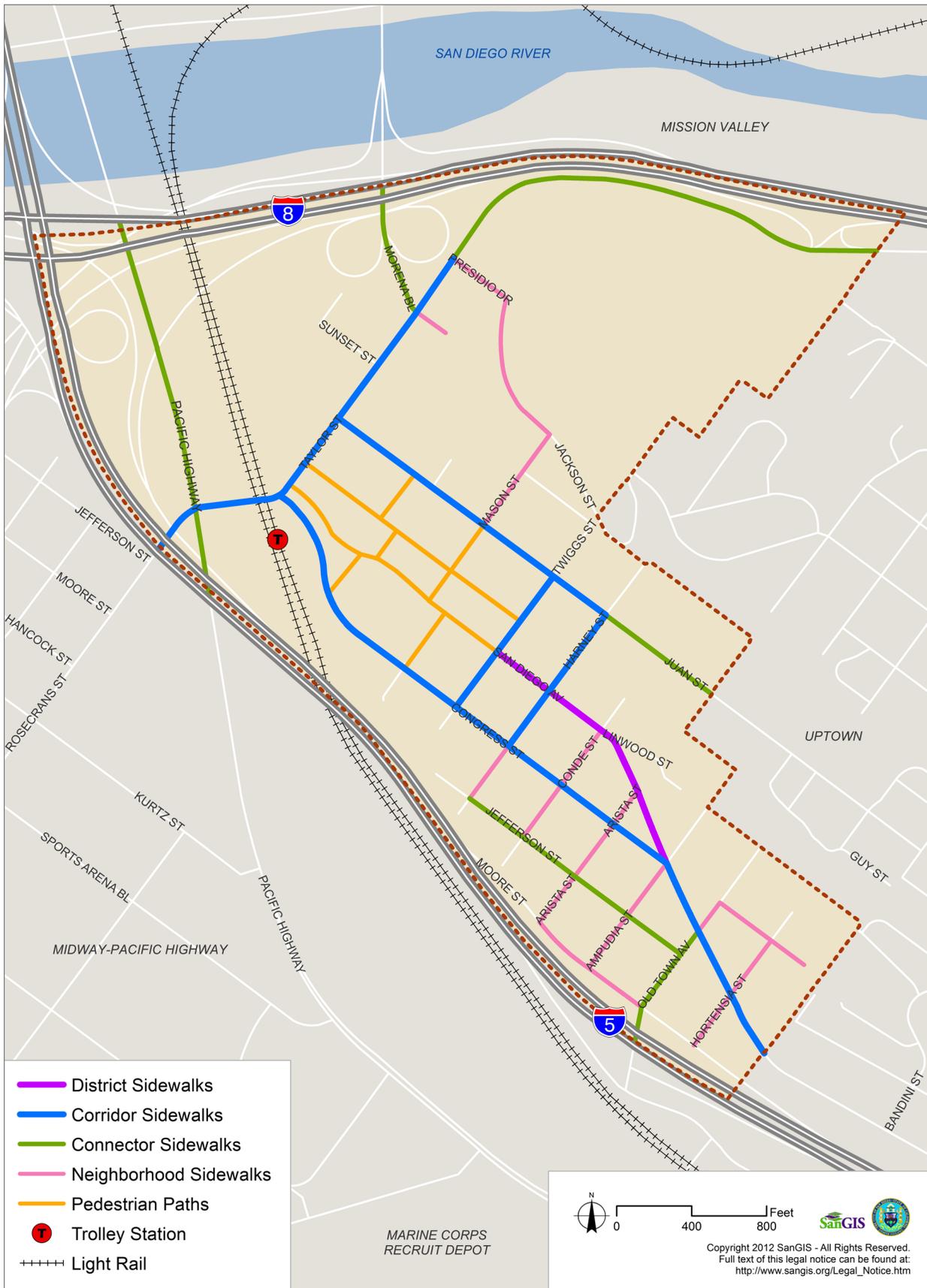
Pedestrian facilities with moderate to high pedestrian levels that include bridges over streets, and plazas, promenades, or courtyards away from streets.

##### *Paths*

Routes that are exclusive to pedestrians and bicycles and are not associated with streets.

- ME-1.4** Enhance pedestrian accessibility within the public right-of-way.
  - a. Remove utility poles and other barriers within the pedestrian path of travel.
  - b. Work with utility companies to relocate above-ground utility boxes out of the public right-of-way.
  - c. Install, replace, and retrofit pedestrian ramps, ensuring that these do not detract from the historical character of the community.
  - d. Work with property owners to remove curb cuts that are not in use.
  - e. Support placing newspaper racks into corrals of a design appropriate to the community character of pre-1871 Old Town.

FIGURE 4-1: PEDESTRIAN ROUTES



## 4.2 Bicycling

Bicycle routes reinforce the connections between visitor destinations, parks, the Core, the Old Town Transit Center and the San Diego River Park, as shown in Figure 4-2. The bicycle route types are defined in Box 4-2, and are based on the City’s Bicycle Master Plan. Old Town San Diego’s street network is primarily composed of narrow streets, many with vehicle parking on both sides of the street, which limits the potential to install marked bicycle lanes. However, San Diego Avenue, Congress Street, and Juan Street have adequate width to support bicycles sharing a lane with motor vehicles. The Community Plan envisions the creation of an enhanced bicycle environment along Pacific Highway and Taylor Street within the existing right-of-way to provide connections to the regional bicycle network including the San Diego River bicycle path. Bicycle improvements along existing streets could include the incorporation of bicycle-oriented wayfinding signage and bicycle parking that are consistent with the community’s historical character, as addressed in the Urban Design Element. Bicycle improvements are identified in Figure 4-4.



*Improving bicycle facilities in Old Town will increase the community’s popularity as a recreational and commuter bicycling destination.*

### **POLICIES**

- ME-2.1** Enhance bicycle connections between historic and cultural attractions, Old Town Transit Center, the regional bicycle network, and the San Diego River Park as shown in Figure 4-4.
- ME-2.2** Provide bicycle facilities and amenities that enhance the bicycle environment and are consistent with the community’s historic character.
- ME-2.3** Work with Caltrans to improve bicycle connections to adjacent communities and reduce conflicts with motor vehicles at the freeway underpasses at Morena Boulevard, Pacific Highway, and Rosecrans Street and at the Old Town Avenue bridge.

### **BOX 4-2: BICYCLE ROUTE CLASSIFICATIONS**

#### *Class I – Bicycle Path*

Routes that are physically separated from vehicular traffic and are constructed in the roadway or have exclusive right-of-way.

#### *Class II – Bicycle Lane*

Routes that provide exclusive or preferential bicycle travel with pavement striping and signage on the side of the roadway.

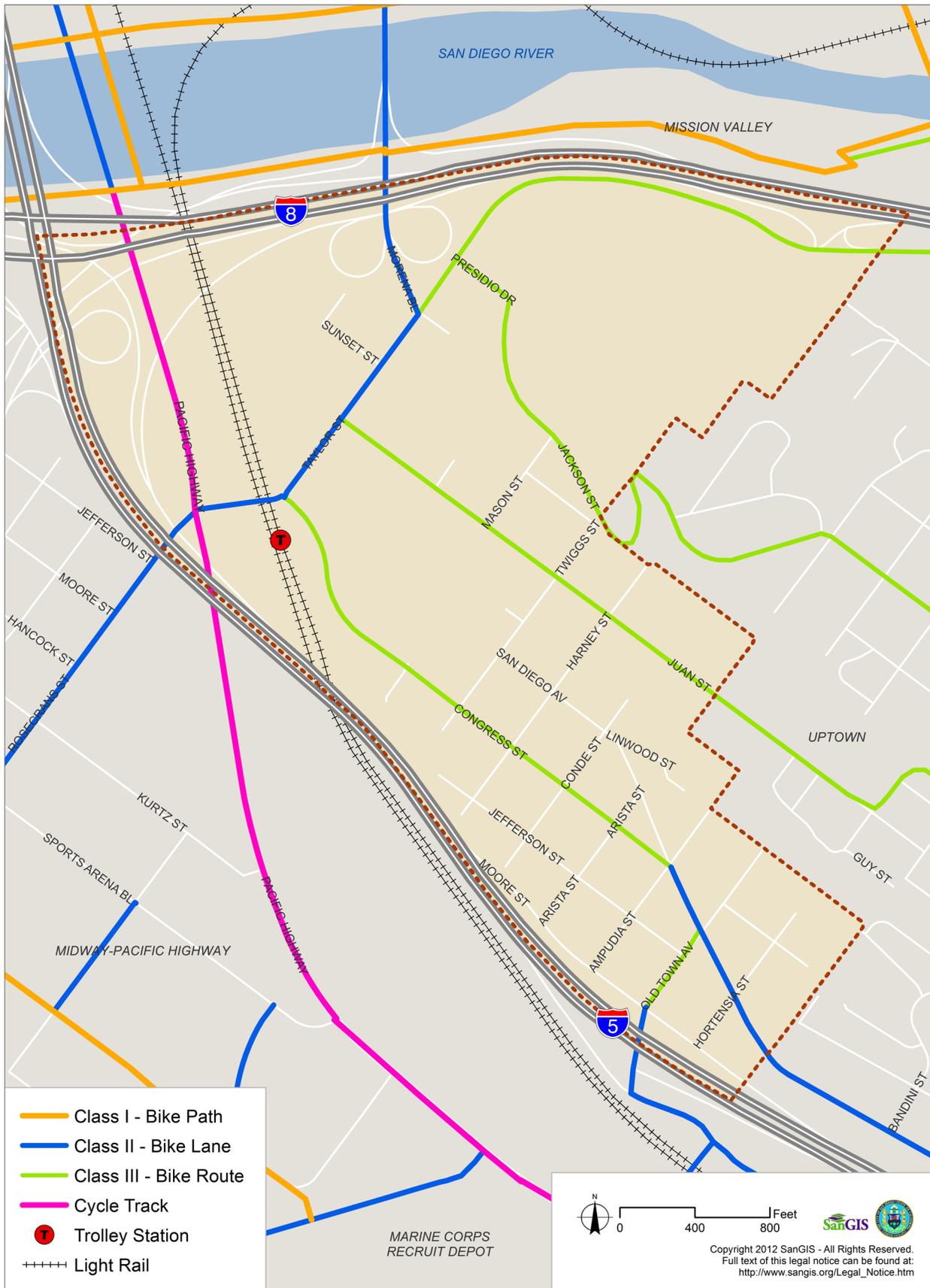
#### *Class III – Bicycle Route*

Routes that provide shared use with motor vehicle traffic within the same travel lane.

#### *Cycle Track*

Bikeways that are located in the roadway right-of-way but separated from vehicle lanes by physical barriers or buffers.

FIGURE 4-2: BICYCLE ROUTES



## 4.3 Transit

The Old Town Transit Center is a focal point for transit access for Old Town San Diego and adjacent communities, as described in Box 4-3. The Community Plan envisions maintaining and enhancing the transit-rider experience at the Old Town Transit Center, through the installation of amenities including additional shelters, and seating, lighting, paving, and landscaping consistent with Old Town’s historical character from the 1846-1871 Early American Period.

The Old Town Transit Center surface parking is shared by transit riders and Old Town San Diego State Historic Park visitors. The Parking section of this Element provides policies regarding development of a parking structure that will provide additional capacity for park-and-ride transit riders and Old Town State Historic Park visitors. Also, the Taylor Street at-grade rail crossing is a location where rail-based transit services operations can hinder pedestrian, bicycle, and vehicle circulation. The Streets section includes policies regarding potential improvements for the Taylor Street rail crossing.

### POLICIES

- ME-3.1 Work with SANDAG and MTS to support and incorporate transit infrastructure and service enhancements for Old Town San Diego in the Regional Transportation Plan as funded improvements that complement the community’s historic character.
- ME-3.2 Enhance the environment at the Old Town Transit Center through installation of additional shelters, additional seating, lighting, and landscaping consistent with the 1846-1871 Early American Period.
- ME-3.3 Support the installation of additional bicycle parking and bicycle lockers at the Old Town Transit Center to support transit riders.
- ME-3.4 Work with MTS to support the installation of benches and shelters that reflect Old Town’s pre-1871 character at the bus stops along Taylor Street.

- ME-3.5 Work with MTS to discourage the placement of advertising at benches and shelters located at the Old Town Transit Center and at the bus stops within Old Town, which is not consistent with the pre-1871 community character.

### BOX 4-3: TRANSIT SYSTEM

#### *San Diego Trolley*

The San Diego Trolley, operated by the Metropolitan Transit System (MTS), connects Old Town San Diego to Mission Valley, San Diego State University, El Cajon, and Santee in the east, and to Midway - Pacific Highway, Downtown, National City, Chula Vista, and San Ysidro in the south. The Trolley will be extended from Old Town San Diego to the University of California San Diego and the University community.

#### *Coaster*

The Coaster, operated by North County Transit District (NCTD), is a commuter rail service connecting the Oceanside Transit Center, Carlsbad Village, Carlsbad Poinsettia, Encinitas, Solana Beach, Sorrento Valley, Old Town San Diego, and Downtown.

#### *Rapid Bus*

Rapid bus operated by MTS will provide a higher-speed service, which will be available at the Old Town Transit Center. It will use a range of lower-capital cost signal priority treatments, short segments of transit-only lanes, and limited station stops to achieve faster travel times.

#### *Local Bus*

Local bus routes are operated by MTS with stops serving the community at the Old Town Transit Center.

#### *Amtrak*

Amtrak provides passenger rail service from San Diego to several destinations throughout the state and country. The main route serving San Diego is the Pacific Surfliner which connects major cities along California’s coast.

## 4.4 Parking

Old Town San Diego's concentration of visitor-oriented commercial uses and cultural and historical attractions creates a high demand for parking. There are several existing public parking areas within Old Town. The Old Town Transit Center parking lot is available for State Historic Park visitors and transit riders. State Historic Park visitors can park within the State Park's parking lots, and general visitors can park in the city-owned lot on Twigg Street or in on-street parking spaces. The Caltrans parking lot provides additional visitor parking during evenings and weekends. Still, visitors and employees in cars circulate within the Core searching for parking, and tour/coach buses travel through the Core to unload passengers and park near the Old Town San Diego State Historic Park. The combination of tour buses and cars circulating within the Core creates traffic congestion and pedestrian challenges and detracts from Old Town's community character.

An increased parking supply located on the periphery of the community will support a pedestrian-friendly environment through the Core and Old Town State Historic Park, as will coordination with tour/coach bus operators to load and unload passengers at the Old Town Transit Center and other appropriate locations. The Community Plan supports the establishment of a transit and visitor-oriented parking structure at the Old Town Transit Center parking lot, which should be designed to be consistent with the pre-1871 Early American architectural style and the existing Transit Center building. The development of future surface parking or a parking structure at the U.S. Navy Public Works property will increase parking supply for State Historic Park visitors and park-and-ride transit riders should the site become available.

The use of parking management and supply strategies for visitor-oriented parking, found in Box 4-4, and the provision of additional parking at the periphery of the community will help reduce the amount of vehicles searching for parking within the Core. This will result in an enhanced public realm that improves the pedestrian and bicycle environment and access to transit. Additionally, employers can provide incentives to employees to commute by transit, bicycling, walking, and ridesharing,

to reduce employee utilization of public on-street and off-street parking.

The Community Plan recognizes the importance of adequate public parking capacity in Old Town and identifies measures which can increase available on-street parking, such as the implementation angled parking on streets with adequate existing width. While on-street parking is important for visitors, parking can compete with pedestrian and bicycle facilities for space within the existing street rights-of-way. The removal of on-street parking should be considered in combination with the creation of additional on- or off-street parking to allow for wider sidewalks and bicycle lanes and parking.

### BOX 4-4: PARKING MANAGEMENT AND SUPPLY STRATEGIES

#### *Parking Management Strategies*

- Provide wayfinding signage and information to direct vehicles to parking facilities.
- Consider placing time limits on parking to encourage parking turnover in high demand areas of the community.
- Consider valet parking to allow business to maximize private off-street parking facilities.
- Consider shuttle service from peripheral parking facilities to the Core and Historic Core.

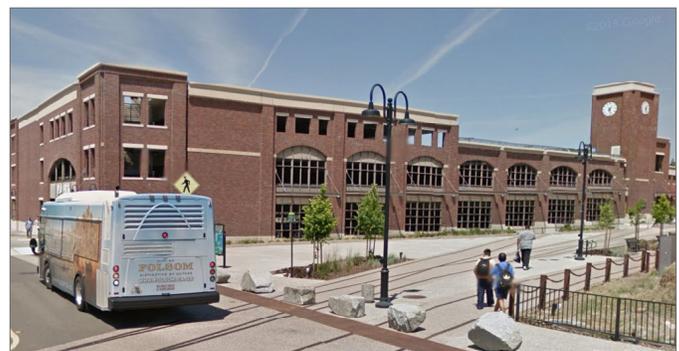
#### *Parking Supply Strategies*

- Consider angled parking where street width is adequate and driveway configurations permit.
- Consider curb utilization to evaluate curb-parking restrictions to increase parking inventory where appropriate.
- Identify locations for additional parking on the periphery, near the entrances to the community to reduce vehicles in the Core Sub-District including the Old Town Transit Center and the U.S. Navy property along Pacific Highway should it become available.

**POLICIES**

- ME-4.1 Encourage the use of parking supply and management strategies (see Box 4-4) for publicly owned on- and off-street parking in order to support businesses and visitor destinations within and near to the Core and Old Town State Historic Park.
- ME-4.2 Support the provision of additional parking facilities at the periphery of the community.
- ME-4.3 Discourage the use of the Old Town Transit Center as remote parking for San Diego International Airport and as an overflow employee parking area for business and government offices and facilities near Old Town.
- ME-4.4 Prevent the net loss of existing on-street and publicly owned off-street parking spaces.
- ME-4.5 Consider the removal of on-street parking to allow for wider sidewalks, bicycle lanes and bicycle parking if it would not result in an overall reduction in public parking supply.
- ME-4.6 Encourage employees and visitors to use transit and other transportation alternatives to single-occupancy vehicle use to reduce parking demand.
- ME-4.7 Encourage the management of tour/coach bus parking spaces in the public right-of-way and publicly owned parking facilities.
  - a. Encourage the creation of a passenger loading and unloading area at the Old Town Transit Center for coach/tour buses.
  - b. Coordinate with tour/coach bus operators to load and unload passengers at the Old Town Transit Center and other appropriate locations.
  - c. Consider appropriate locations for on- and off-street parking for tour/coach buses within the Taylor Sub-District.
- ME-4.8 Support the continuation of the Old Town Community Parking District to seek funding, create, and implement parking related strategies, plans, and programs designed to manage and increase the parking supply within the community.

- ME-4.9 Work with SANDAG for the development of a parking structure transit and visitor-oriented parking and other improvements at the Old Town Transit Center/State Park parking lot to increase the supply of vehicle parking.
  - a. Provide adequate parking supply to meet existing and future parking demand from transit riders and State Park visitors.
  - b. Provide adequate parking supply to meet future parking demands related to planned Trolley system expansions.
  - c. Seek and support local, regional, state, and federal funding and public and private partnerships to fund the development of a parking structure at the Old Town Transit Center/State Park parking lot.
  - d. Design the Old Town Transit Center parking structure to be consistent with the Early American Period architectural style and integrated with the adjacent Transit Center.
  - e. Design the Old Town Transit Center parking structure to break up the exterior façade to convey the appearance of four smaller buildings, such that parked cars are predominantly screened from public view and parking ramps are not visible.
  - f. Create a visually interesting composed façade for the Old Town Transit Center parking structure that incorporates openings, offsetting planes, variation in rooflines and cornice treatments.



*The parking garage at the Historic Folsom Station, in Folsom, California, incorporates Early American architectural style elements and building modulation that breaks up the massing of the structure.*

## 4.5 Wayfinding Signage

The Community Plan envisions a wayfinding signage system that will enhance the pedestrian, bicycle and motorist experience by guiding visitors between the community's destinations and emphasizing mobility routes. Wayfinding signs will: guide pedestrians and bicyclists between the Old Town Transit Center and community destinations; direct bicyclists to bicycle parking locations and bicycle routes; and direct vehicular traffic to available parking facilities to support the utilization of parking facilities at the periphery of the community and reduce vehicular traffic in the Core.

### POLICIES

- ME-5.1** Encourage the implementation of coordinated wayfinding signage that provides clear guidance for pedestrians, bicyclists and motorists, between the community's visitor-oriented uses, historic and cultural attractions, parks, the Old Town Transit Center, and parking areas.
- ME-5.2** Encourage the installation of wayfinding signage that defines bicycle routes and directs bicyclists to the regional bicycle facilities, bicycle parking locations, and to the San Diego River Park.
- ME-5.3** Encourage the installation of wayfinding signage that directs vehicular traffic to the available parking facilities.
- ME-5.4** Support efforts by the Old Town Community Parking District to seek funding to install and maintain wayfinding signage in Old Town.



*Bicycle route wayfinding signage identifies the route for bicyclists, alerts vehicle drivers to share the road, and provides distances to key destinations.*



*Installation of additional wayfinding signage to parking facilities and to transit will assist visitors in making efficient trips within the community.*



*Detailed wayfinding display maps can provide comprehensive information on Old Town's attractions.*

## 4.6 Streets

The Community Plan envisions enhancing the pedestrian and bicycle environment along the community's streets to improve connections and accessibility, and to reduce conflicts between transportation modes. The community's existing grid network of streets, shown in Figure 4-3, reflects the historic layout of the Old Town settlement and will be maintained.

The permanent closures of local streets are generally not consistent with the community character, unless the street closure will enhance the pedestrian environment or serve to preserve subsurface archaeological resources. Street widening is also not consistent with the community character. Operational controls such as street signage and intersection controls can be implemented to assist in the management of vehicle circulation without street widening. Street widths or lane widths could be reduced in order to construct enhanced pedestrian or bicycle facilities if it would not result in a net loss of on-street parking.

Commuters traveling primarily from the Midway-Pacific Highway community use Taylor Street to access I-8. The Community Plan envisions freeway access improvements within the Midway-Pacific Highway community and at the Morena Boulevard interchange, and the closure of the Taylor Street I-8 freeway ramps to reduce congestion and cut-through traffic in Old Town.

Key community street corridors are identified below and the mobility vision for each corridor is described. Streetscape design, which unifies the various components of a street, will establish theme consistent with Old Town's character. The Urban Design Element provides additional specific streetscape design direction for the streets listed below.

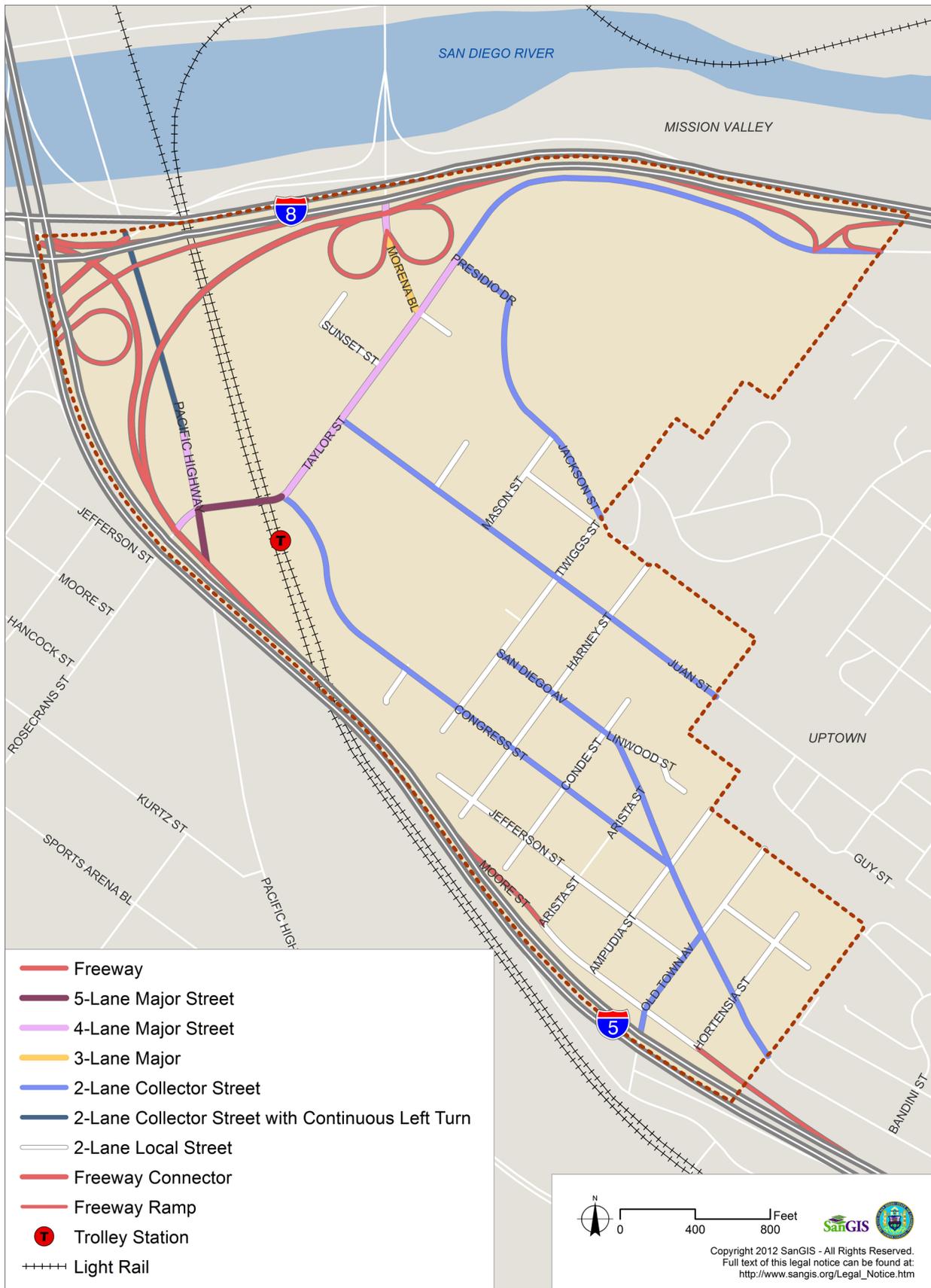


*The odd-angled intersection of San Diego Avenue and Congress Street is recommended for pedestrian crossing improvements to improve access and safety.*

### **SAN DIEGO AVENUE**

San Diego Avenue is the pedestrian-friendly main street of historic Old Town, which provides a pedestrian connection between the Core and the State Historic Park. The Community Plan envisions improving pedestrian flow from the Core to the State Historic Park through crossing treatments at Twiggs Street, such as a raised intersection with enhanced paving. Also, streetscape enhancements will bring the character of the State Park into the Core, include wider sidewalks to provide space for street trees and landscaping, pedestrian-oriented lighting, street furniture, and improved wayfinding signage. Other improvements that would increase pedestrian comfort and activity include consolidating newspaper racks that constrict the pedestrian environment into corrals that are consistent with Old Town's community character. Other proposed locations for pedestrian crossing enhancements to improve pedestrian circulation and safety are the Conde Street/Linwood Street and Congress Street/Arista Street intersections.

FIGURE 4-3: STREET CLASSIFICATIONS



**OLD TOWN AVENUE**

The Community Plan envisions enhancing Old Town Avenue from a predominantly automobile gateway to Old Town San Diego into a multi-modal connection that supports pedestrians and bicyclists between Old Town and the Midway-Pacific Highway community. Improvements on Old Town Avenue leading to San Diego Avenue will focus on the pedestrian and bicycle environment, including street trees, parkway landscaping, pedestrian-oriented lighting, wayfinding signage, and bicycle improvements. Desired enhancements to the pedestrian and bicycle environment on the Old Town Avenue bridge, should Caltrans renovate or reconstruct the bridge, would include the incorporation of wider sidewalks and bicycle lanes and improved crosswalks at the intersections with Moore Street and Hancock Street. The Community Plan recommends improving vehicular access at the I-5 southbound on- and off-ramps at Old Town Avenue, which could include reconstructing the ramps and modifying the auxiliary lane length along I-5.



*Enhancements to Old Town Avenue will create a gateway for all modes of transportation and improve the connection to the Midway-Pacific Highway community.*

**CONGRESS STREET**

Congress Street provides a pedestrian connection between the Old Town Transit Center, parking facilities along Pacific Highway and the west side of Old Town State Historic Park, and the Core. The vision for pedestrian improvements on Congress Street includes pedestrian-oriented lighting and wayfinding signage to guide pedestrians to the community’s destinations.

Due to the narrow width of Congress Street, the Community Plan recommends the incorporation of enhanced landscaping adjacent to sidewalks along building frontages. The intersection with Arista Street could also be enhanced with crosswalks or other features to improve pedestrian access from San Diego Avenue.



*The vision for an improved Congress Street provides a strengthened pedestrian connection between the Core and the Old Town Transit Center.*



*Enhancement to streetscape design along Congress Street will help individuals walk to destinations throughout the community.*

## JUAN STREET

The Community Plan envisions Juan Street providing a strengthened pedestrian and bicycle connection between Old Town State Historic Park, Presidio Park and Heritage Park. Juan Street will be enhanced to better support walking and bicycling with bicycle route signage and road markings, pedestrian-oriented lighting, wayfinding signage guiding to the community's destinations, and improved crosswalks at the intersections with Mason Street, Twiggs Street, and Harney Street.

## PACIFIC HIGHWAY

Pacific Highway, formerly U.S. Highway 101, has historically provided an automobile connection from Old Town and Downtown. The Community Plan envisions Pacific Highway landscaped boulevard that provides a bicycle and pedestrian connection from the San Diego River Park to San Diego Bay. Transforming Pacific Highway into a boulevard will include the implementation of a unified streetscape theme from Downtown San Diego to Old Town San Diego that includes wider sidewalks, street trees, pedestrian-oriented lighting, landscaped medians, and the incorporation of protected bicycle lanes. Protected bicycle lanes, also known as cycle tracks, are bicycle facilities that combine the user experience of a separated path with the on-street infrastructure of a bicycle lane, and provide space for bicycles separated from vehicle travel lanes, parking lanes, and sidewalks by bollards or curbs/islands.



*The vision for Taylor Street is to implement pedestrian and bicycle improvements and continue the La Playa Trail streetscape theme seen on the north side of the street.*



*Juan Street connects to Presidio Park, the State Historic Park, Heritage Park and Mission Hills.*

## TAYLOR STREET

Taylor Street will serve as a street that accommodates vehicles, pedestrians and bicycles and commemorates the historic La Playa Trail, the oldest European trail on the Pacific Coast. Pedestrian and bicycle improvements will reinforce the La Playa Trail connection between the Presidio Park, Old Town San Diego State Historic Park, the Old Town Transit Center, and Rosecrans Street and define the character of this major community entry point. The proposed improvements within the existing street width include wider sidewalks with landscaping between the sidewalk and the curb, street trees, bicycle lanes, and wayfinding signage to direct visitors to destinations within the community.

The Taylor Street at-grade rail crossing presents a barrier for pedestrians and bicyclists. Pedestrian and bicycle-related conflicts at this intersection include the wait time during train crossings. The Community Plan envisions reducing conflicts at the Taylor Street intersection through near-term improvements, including signal timing changes and pedestrian crossing arms. Grade separation of the rail crossing is a long-term option that could include partial grade separation for pedestrians and bicyclists or full grade separation for automobiles. The Community Plan recommends improving vehicular access to I-8 within the Midway-Pacific Highway community and closing the I-8 eastbound on- and off-ramps at Taylor Street in order to reduce vehicle congestion on Taylor Street.

**POLICIES**

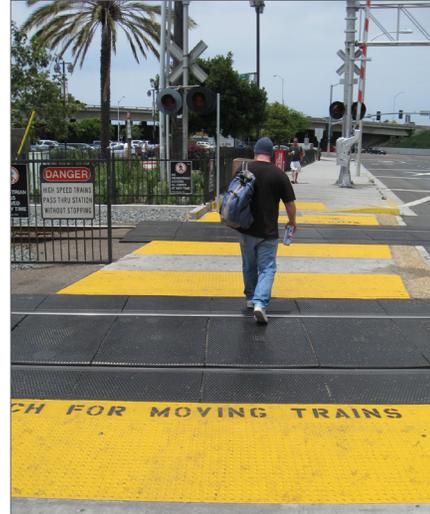
- ME-6.1 Consider the implementation of operational improvements to streets that assist in the management of vehicular circulation and enhance the pedestrian and bicycle environment without widening streets.
- ME-6.2 Maintain the existing grid network of streets.
- ME-6.3 Maintain the existing curb-to-curb width of streets except where pedestrian improvements would narrow curb-to-curb width.
- ME-6.4 Consider local street closures on a limited basis that enhance the pedestrian environment or serve to preserve subsurface archaeological resources.
  - a. Ensure that local street closures do not impact the vehicle circulation system.
  - b. Ensure that local street closures do not alter the block pattern.
  - c. Ensure that local street closures maintain right-of-way open to the public.
- ME-6.5 Coordinate with SANDAG and Caltrans to improve freeway on- and off-ramps through redesign and/or reconfiguration to reduce congestion and cut-through traffic on local streets in a manner that does not detract from the community's historic character.
  - a. Support closing the I-8 on- and off-ramps at Taylor Street in order to reduce cut-through traffic and congestion in Old Town.
  - b. Support improving access to I-8 within the Midway-Pacific Highway Community in order to reduce resulting cut-through traffic and congestion in Old Town.
  - c. Support improvements to Caltrans right-of-way adjacent to on- and off-ramps that increase screening of the freeway and incorporate landscaping and/or gateway elements consistent with the Urban Design Element.
- ME-6.6 Improve Taylor Street with non-contiguous sidewalks, street trees, parkway landscaping, bicycle lanes, and storm water bio-retention/ filtration elements.
- ME-6.7 Retrofit Pacific Highway with non-contiguous sidewalks, cycle tracks, street trees, parkway landscaping, and storm water bio-retention/filtration elements.
- ME-6.8 Improve Congress Street by installing pedestrian-oriented lighting and wayfinding signage.
- ME-6.9 Improve San Diego Avenue with wider sidewalks, street trees, parkway landscaping, and installation of measures to enhance pedestrian access to the State Historic Park at Twiggs Street.
- ME-6.10 Improve Juan Street with additional pedestrian-oriented lighting, crosswalks at Wallace Street and Mason Street, and wayfinding signage.
- ME-6.11 Improve Old Town Avenue with wider sidewalks, street trees, parkway landscaping, pedestrian-oriented lighting, bicycle facilities and wayfinding signage.
- ME-6.12 Enhance the intersections of Old Town Avenue with Moore Street and Hancock Street.
- ME-6.13 Coordinate with Caltrans and SANDAG to incorporate wider sidewalks and bicycle lanes on the Old Town Avenue bridge should it be renovated or reconstructed.



*Improvements are planned for auto-oriented Pacific Highway to create a safe and inviting pedestrian and bicycle environment.*

- ME-6.14** Provide grade separation of the at-grade railroad crossing at Taylor Street in order to enhance pedestrian, bicyclist and vehicular circulation.
- Ensure that grade separation does not impact Old Town State Historic Park.
  - Ensure that grade separation does not impact access to Congress Street or Juan Street.
  - Ensure that grade separation does not result in the elevation of Taylor Street.
  - Ensure that grade separation does not result in increased curb-to-curb width along Taylor Street east of Congress Street.
  - Seek regional, state, and federal funding for improvements that address motor vehicle congestion at Pacific Highway and Taylor Street intersection due to the rail crossing gates.

- ME-6.15** Seek regional, state, and federal funding for improvements at the Taylor Street at-grade rail crossing to address pedestrian and bicyclist safety and accessibility.

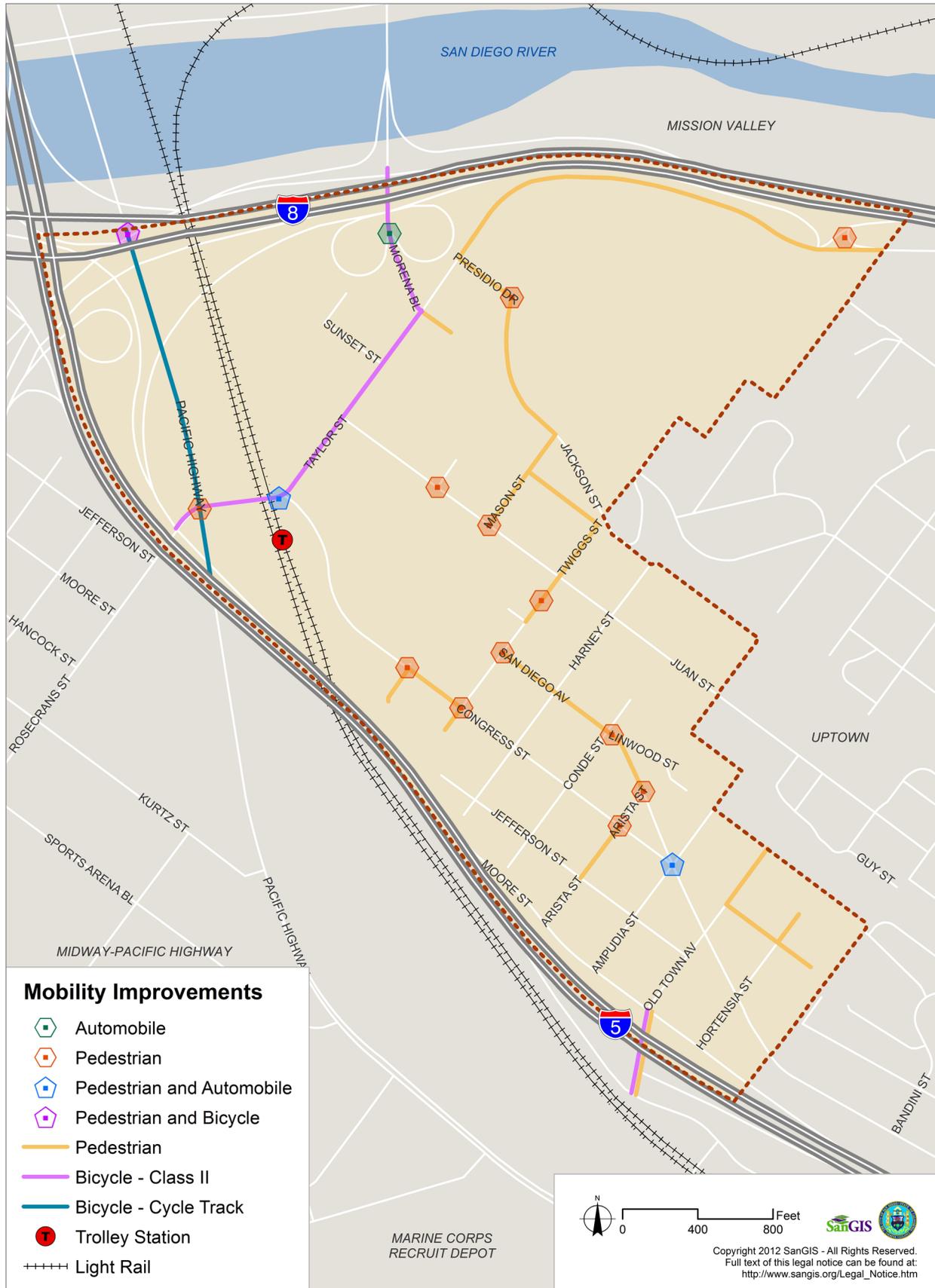


*The at-grade rail crossing at the Transit Center on Taylor Street can be improved to reduce crossing delays and enhance safety.*



*Short-term improvements can be made to the Taylor Street rail crossing while options for grade separation are considered.*

**FIGURE 4-4: MOBILITY IMPROVEMENTS**





*San Diego's first streetcar, 1886.*



# 5

## URBAN DESIGN

- 5.1 BUILDING DESIGN:  
ARCHITECTURAL CRITERIA
- 5.2 BUILDING DESIGN:  
ARCHITECTURAL STYLES
- 5.3 BUILDING DESIGN:  
SUSTAINABILITY
- 5.4 SITE DESIGN
- 5.5 LANDSCAPING
- 5.6 SIGNAGE
- 5.7 STREETScape
- 5.8 STREET CORRIDORS AND  
GATEWAYS
- 5.9 WAYFINDING

## 5. Urban Design

### GOALS

- Building design that accurately reflects the architectural styles characteristic of Old Town San Diego prior to 1871.
- Building design that enhances the distinct character of Old Town, incorporating high-quality design, building materials and building techniques.
- Site design that creates an attractive street wall, enhances the pedestrian experience, and contributes to the small-scale character of Old Town.
- Landscaping that helps to strengthen the community's historic identity.
- A built environment and streetscaping that enhance the public realm and sense of place within the community.
- A system of gateways and street corridors that enhances the sense of arrival into Old Town and strengthens the community identity.
- Signage, including wayfinding signage, that relates to the scale and design context of Old Town's architectural styles.



*The Serra Museum, built between 1928-1929, was designed by architect William Templeton Johnson, using Spanish Revival architecture to resemble the early missions of Southern California.*

### INTRODUCTION

The term “urban design” describes the physical features that define the character or image of a street, neighborhood, or community. Urban design defines the visual and sensory relationship between people and the built and natural environment. The Urban Design Element provides policies that relate to building and site design, landscaping, streetscape design and signage to direct development and public improvements within Old Town San Diego in a manner that complements its historic resources and character.

The Community Plan seeks to enhance the community's character and livability, with a strong emphasis on design that relates to the small scale and design context of Old Town's distinct pre-1871 character. The Urban Design Element provides guidance for a built environment that supports the Community Plan's vision of replicating, retaining, and enhancing the architectural styles that existed in Old Town prior to 1871.

The Community Plan envisions strengthening Old Town's sense of place by enhancing the interface between its distinctive buildings and the public realm, and enhancing the pedestrian environment. Urban design policies provide guidance for site design, the design of new buildings, building remodeling, façade improvements, signage, landscaping, and streetscaping improvements, ensuring their compatibility with Old Town's defined character.

To visually emphasize the community's many resources and amenities, the urban design policies call for establishing defined street corridors and gateways that enhance the sense of arrival into Old Town, and for providing clear and identifiable wayfinding signage that helps improve the visitors' and residents' experience.

While these policies and guidelines apply to all development activity in Old Town, the Historical Resources Board will evaluate all modifications and additions involving designated historic resources or potentially significant historic resources to determine consistency with the Secretary of the Interior's Standards for Treatment of Historic Properties. Refer to the Historic Preservation Element for additional information.

## 5.1 Building Design: Architectural Criteria

Buildings that draw upon the three architectural styles characteristic of Old Town San Diego prior 1871 will preserve and enhance the character of Old Town. New buildings and remodels of existing buildings' façades will be designed in one of the three following architectural styles: the Spanish Period (1769-1821), the Mexican Period Design (1821-1846), and the Early American Period (1846-1871). The cities of San Juan Capistrano, Monterey, and Columbia, California, as well as the Pueblo de Los Angeles, have similar historical background to Old Town San Diego in many respects. Additional examples of Spanish, Mexican, and Early American Period structures can be found in these cities' historic districts. Faithful recreation of the historical building styles found in Old Town prior to 1871 includes ensuring that building mass and scale are consistent with historical examples. The historic example structures that should guide future development in Old Town are identified in Box 5-1 and are shown in the following photographs and drawings.

### **BOX 5-1: MAXIMUM BUILDING SIZES - HISTORICAL PRECEDENT**

#### *Casa de Estudillo*

The Estudillo House was the largest single-story building in Old Town, and had a floor area of approximately 5,700 square feet. See Figure 5-1.

#### *Cosmopolitan Hotel*

The Cosmopolitan Hotel was the largest two-story building constructed prior to 1871, and had a floor area of approximately 6,500 square feet. See Figure 5-2.

#### *Franklin House*

The largest building constructed in Old Town pre-1871 was the three-story Franklin House, which had a floor area of approximately 9,000 square feet.



**Casa de Estudillo ca. 1880**

*Photo courtesy of the California History Room, California State Library, Sacramento, California.*



**Cosmopolitan Hotel ca. 1872 (Bandini House)**

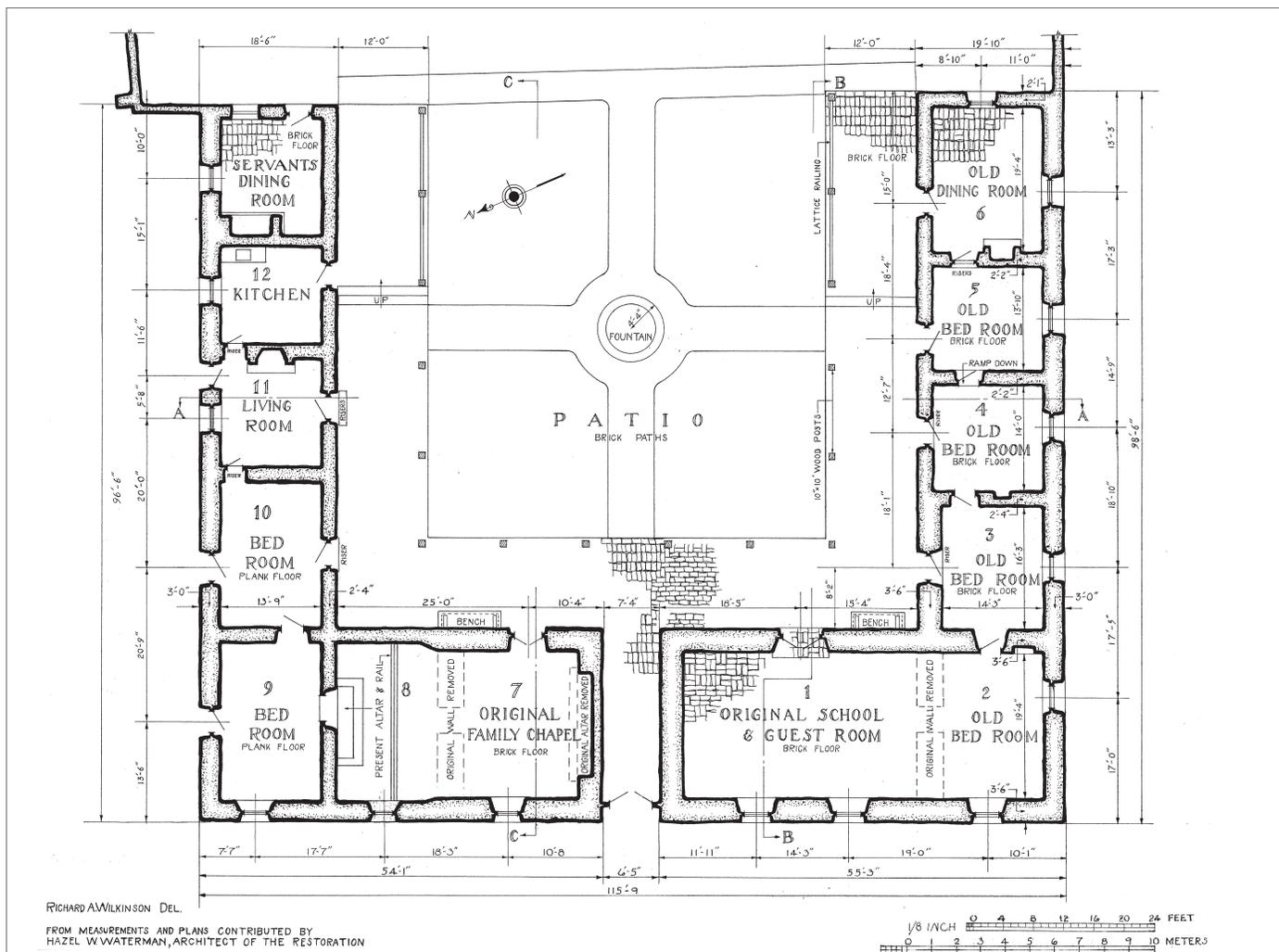
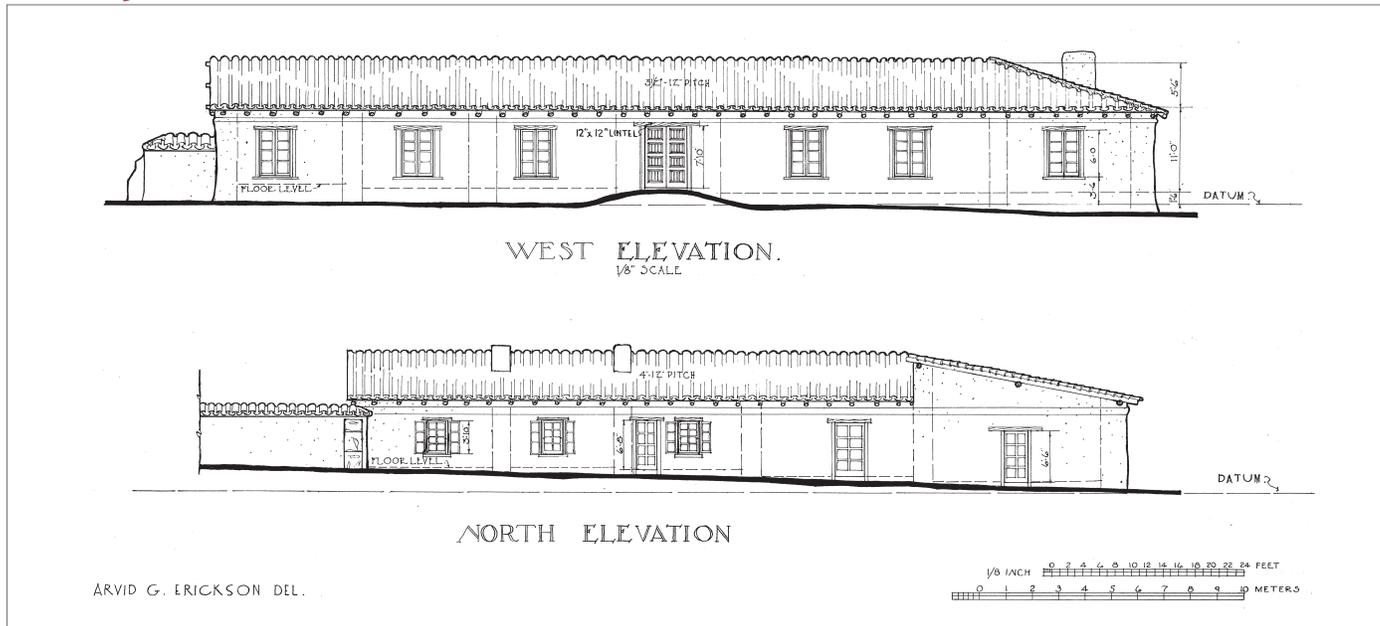
*Courtesy of San Diego History Center.*



**Franklin House**

*Photo courtesy of San Diego History Center.*

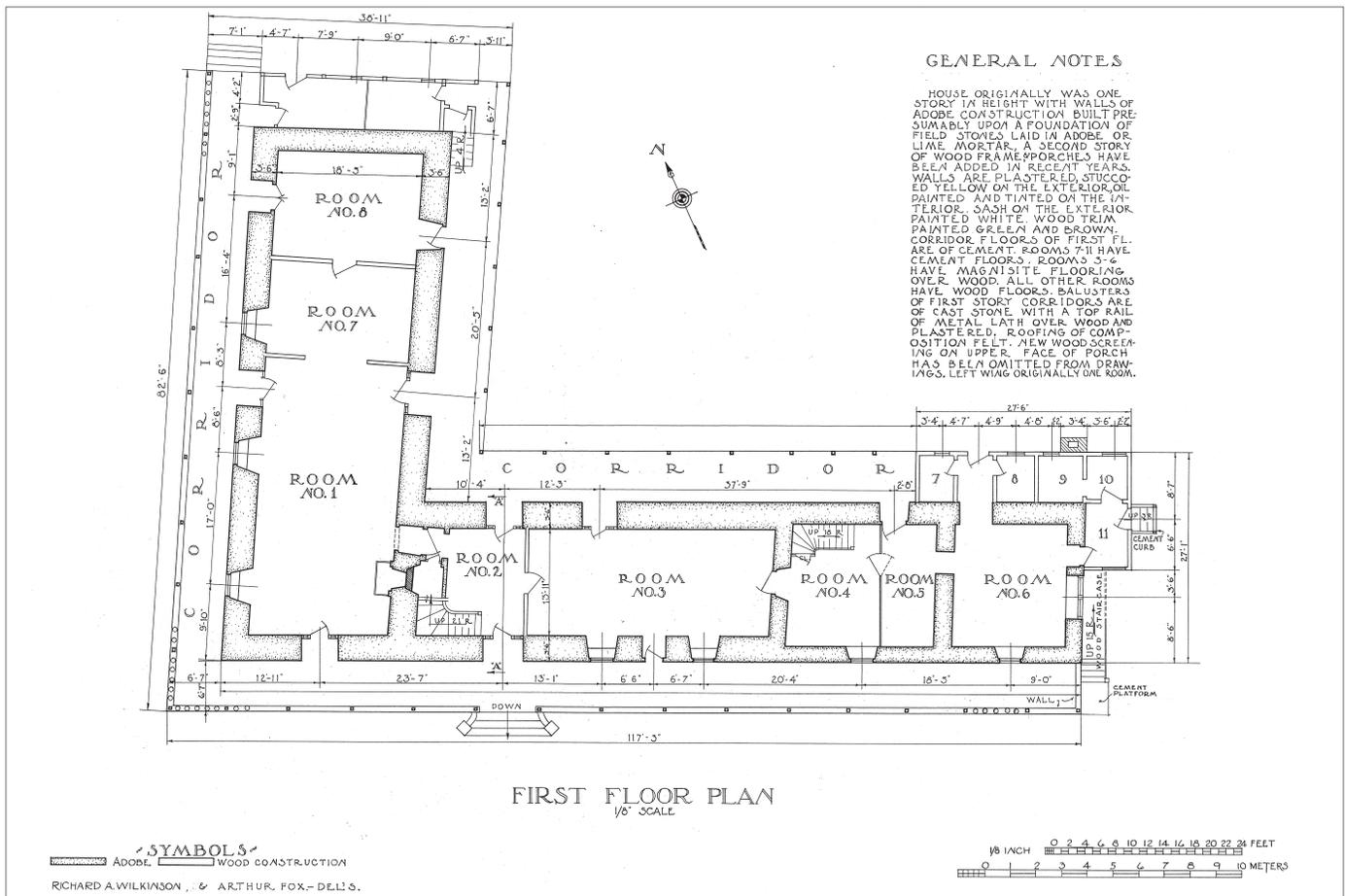
FIGURE 5-1: HISTORICAL PRECEDENT BUILDING – CASA DE ESTUDILLO



Casa de Estudillo

Photo courtesy of the Library of Congress, Prints & Photographs Division, HABS CAL,37-OLTO,1- (sheet 3 of 6)

FIGURE 5-2: HISTORICAL PRECEDENT BUILDING – COSMOPOLITAN HOTEL



Cosmopolitan Hotel (Bandini House)

Photo courtesy of the Library of Congress, Prints & Photographs Division: HABS CAL,37-OLTO,2- (sheet 1 of 4); HABS CAL,37-OLTO,2- (sheet 3 of 4).

## POLICIES

- UD-1.1** Design new buildings to faithfully reflect one of the three architectural styles of Old Town San Diego prior to 1871: the Spanish Period (1769-1821), the Mexican Period (1821-1846), or the Early American Period (1846-1871).
- UD-1.2** Design remodels and additions to non-historic buildings that include a street frontage to faithfully reflect one of the three architectural styles present in Old Town San Diego prior to 1871.
- UD-1.3** Use massing and building forms, roof forms, materials and textures, and architectural details consistent with one of the three architectural styles present in Old Town San Diego prior to 1871.
- UD-1.4** Incorporate building materials and techniques that convey a sense of craftsmanship, handcrafted appearance, and authenticity.
- UD-1.5** Use contemporary building materials and techniques that simulate those characteristic of the selected architectural style.



*Contemporary building materials can simulate thick plastered adobe walls with a handcrafted appearance, characteristic of the Spanish or Mexican period architectural styles.*



*The incorporation of a one-story component at the corner provides variation in the buildings' massing and helps create a pedestrian-friendly building entry.*



*Extended roof eaves, porticos and balconies, along with a variety in the number of stories can help reduce the perceived scale of buildings and are elements found in the architectural styles present in Old Town prior 1871.*

- UD-1.6** Define and emphasize pedestrian-scaled building entries with enhanced architecture, providing clear access from sidewalks and walkways.
- UD-1.7** Design remodels and/or additions to non-historic buildings that only involve portions of the building not visible from the public view to be compatible with the existing structure's architectural style.
- UD-1.8** Design remodels and/or additions to non-historic buildings to seamlessly blend with the existing structure's scale, massing, and site design, and to build upon and complement the character of adjacent development.

- UD-1.9** Design buildings to be consistent with the historical precedent maximum building sizes found in Box 5-1, which reflect the small scale of structures built in Old Town prior to 1871.
- Design large sites to incorporate multiple buildings of the historical precedent maximum building size.
  - Design buildings that do not exceed a maximum building frontage length of 120 feet and a maximum building depth of 60 feet.
  - Use courtyards, paseos and/or plazas to connect multiple buildings within a lot and to break-up the scale of buildings.

- UD-1.10** Incorporate architectural details that help reduce the perceived scale of buildings and provide variety in buildings' massing, consistent with the architectural style the building represents. (See Section 5.2 for reference on building design features consistent with Old Town's pre-1871 architectural styles).
- Utilize building modulation, façade articulation, offsetting planes, overhangs, porticos and porches to reduce the perceived scale of buildings.
  - Provide variation in the roofline of buildings, incorporating elements such as extended eaves that create porticos, and using the "altito" effect (where roofs of different levels adjoin).



Large lot developments can be consistent with Old Town's small-scale character when designed to include multiple buildings of the historical precedent sizes, shown in Box 5-1, connected through courtyards, plazas or paseos. See images above and below.



Building modulation along with variation in the roofline of buildings reduces their bulk and scale. The incorporation of central courtyards provides connection between buildings and creates pedestrian spaces.



The use of extended roof eaves, porticos and balconies, evokes the small scale character of Old Town's pre-1871 architectural styles.

## 5.2 Building Design: Architectural Styles

### SPANISH PERIOD (1769-1821)

The Spanish Period architectural style was predominant for the earliest buildings in Old Town, from the first Spanish settlement until the Mexican Period. The Spanish Period buildings were made of adobe bricks, hand-hewn wood structural members, and wooden shingle or clay tile roofs. Buildings in the Spanish Period architectural style continued to be built during the subsequent Mexican Period. The Casa de Carrillo, built in the Spanish Period architectural style, is shown in Figure 5-3. Common building features of the Spanish Period architectural style are described below and shown in Figures 5-4.

#### Massing and Building Forms

- One story in height, sometimes with taller towers
- Simple rectangular forms
- Tall floor-to-ceiling heights

#### Roofs

- Pitched roofs, with a low gable (minimum pitch of 4 ½:12)
- Shed roofs on secondary wings; can form “altito” effect
- Varied height of roof ridges
- Extended eaves, sometimes forming porticos
- Exposed rafters, purlins, and rafter tails
- Exposed hand-hewn timbers
- Clad in thatching, shingles or rounded clay tiles

#### Building Materials

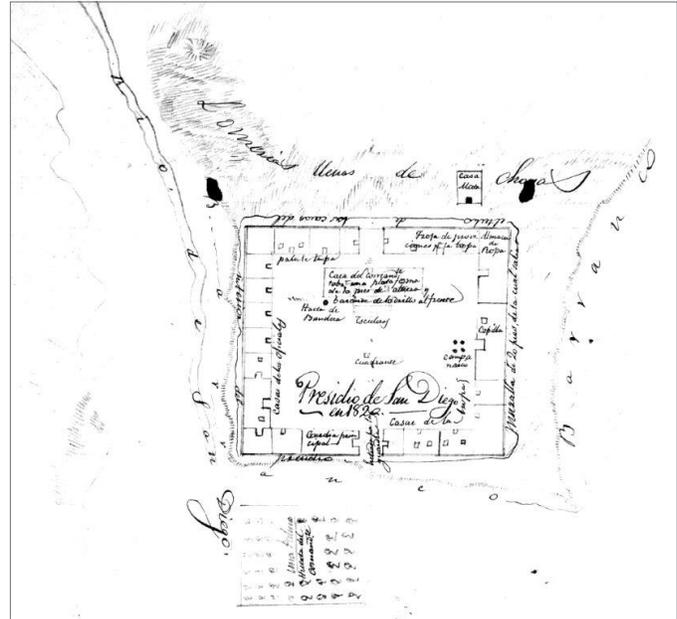
- Thick bearing adobe brick walls, with a smooth earthen plaster finish coat or textured plaster coat that creates a hand-worked effect

#### Accent Materials

- Terra cotta tile
- Wood (carved and plain finish)
- Worked metal, in hardware and light fixtures

#### Porticos

- Simple, heavy structure with hand-hewn wood support posts, beams and rafters and tile roof
- Formed by extension of roof plane over patio, or separate roof plane adjoined to wall in “altito” effect



The Presidio was established on May 14, 1769, by Gaspar de Portolá. It was the first permanent European settlement on the Pacific Coast of the present-day United States. Courtesy of the Bancroft Library, University of California, Berkeley

#### Doors and Windows

- Openings substantial in depth (splayed), with frames inset
- Simple wood frames around doors and windows
- Exposed wood lintels over windows and doors
- Carved wood panel doors
- Casement windows
- Lower ratio of windows to solid wall than later periods

#### Fences and Exterior Walls

- Adobe, stucco and wood
- Openings highlighted with piers or posts
- Use of gates as an accent

#### Arcades

- Arches and rectangular columns of plaster-covered adobe brick of sturdy proportion

#### Towers

- To anchor a corner building, to provide an offset in wall plane or as a central element

#### Ornamental Details

- Decorative painted accents
- Wrought iron brackets, hinges and latches
- Carved stone decorations
- Molded porch and balcony railings

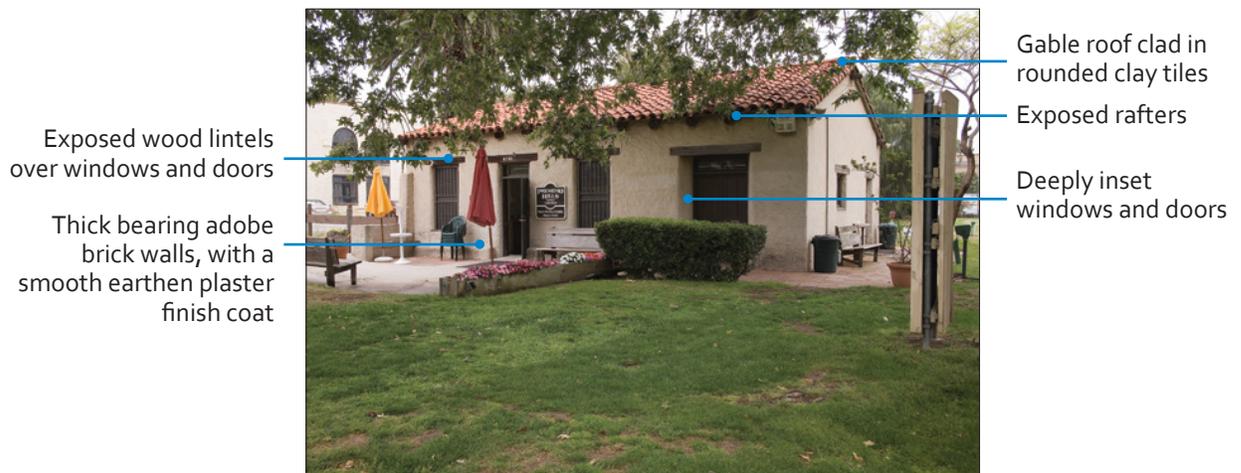
FIGURE 5-3: SPANISH PERIOD ARCHITECTURAL STYLE – CASA DE CARRILLO



*Casa de Carrillo c. 1913.* Photo courtesy of San Diego History Center.



*Casa de Carrillo*



*Casa de Carrillo.* Photo courtesy of Save Our Heritage Organisation.

FIGURE 5-4: SPANISH PERIOD (1769-1821) – ARCHITECTURAL FEATURES A

## SPANISH PERIOD - MASSING AND BUILDING FORMS



- Simple rectangular forms
- One story in height, sometimes with taller towers



- Pitched roofs with a low gable
- Varied roofline heights

## SPANISH PERIOD - ROOFS



- Exposed rafters, purlins, and rafter tails



- "Altito" effect, when roofs of different levels adjoin



- Built with wood beams and rafters, clad in round clay tiles

## SPANISH PERIOD - DOORS AND WINDOWS



- Carved wood panel doors



- Exposed wood lintels



- Openings substantial in depth

FIGURE 5-4: SPANISH PERIOD (1769-1821) – ARCHITECTURAL FEATURES B

SPANISH PERIOD - ARCADES



- Elaborate arch treatment, support is provided by rectangular columns of sturdy proportion
- The columns' uppermost molding serves as impost mold from which the arches spring

SPANISH PERIOD - PORTICOS



- Plastered adobe columns and wood beams and rafters
- Porticos formed by extension of roof plane over patio
- Hand-hewn wood support posts, beams and rafters

SPANISH PERIOD - TOWERS



- Towers used to anchor a corner building
- Towers used to provide a central element

## MEXICAN PERIOD (1821-1846)

The Mexican Period is characterized by buildings with adobe brick walls and with mission tile or shingle roofs. Two-story buildings with exterior stairs and projecting balconies were common during this Period. Building materials were similar to the Spanish Period. The Mexican Period buildings had a greater proportion of windows to solid wall compared to the Spanish Period. The use of arcades, detailing, and ornamental trim became more prevalent. Window sashes and door frames became more refined in profile than in the Spanish Period, sometimes with thinner framing members. Mexican Period buildings incorporated more prominent towers compared to the Spanish Period, projecting from buildings, in some cases standing upon a lower building form or rising higher than the primary structure. Examples of buildings built in the Mexican Period architectural style are shown in Figures 5-5 through 5-7. Common building features of the Mexican Period architectural style are described below and shown in Figure 5-8.

### Building and Massing Forms

- One or two stories in height
- Simple rectangular forms
- Can enclose a private or semi-private courtyard
- Second story may be less than full width of first story
- Tall floor-to-ceiling height

### Roofs

- Pitched roofs, with a low gable
- Shed roofs on secondary wings; can form altito effect
- Varied height of roof ridges
- Extended eaves, sometimes forming porticos
- Exposed rafters, purlins, and rafter tails
- Exposed hand-hewn timbers
- Clad with shingles or rounded clay tiles

### Doors and Windows

- Openings substantial in depth (splayed) with frames inset
- Molded frames around windows and doors
- Casement windows or single- or double-hung sash windows, with divided lights
- Windows with or without shutters
- Greater proportion of windows to solid wall than in the Spanish Period



*Casa de Estudillo. Photo courtesy of San Diego History Center.*

### Building Materials

- Thick bearing adobe brick walls
- Masonry units, similar in character to adobe block
- A smooth earthen plaster finish coat, or textured plaster coat that creates a hand-worked effect

### Accent Materials

- Tile (terra cotta and glazed), variety of colors/finishes
- Wood (carved and plain finish)

### Porticos

- Simple, heavy structure with hand-hewn wood support posts, beams and rafters and tile roof
- Formed by extension of roof plane over patio, or separate roof plane adjoined to wall in altito effect

### Balconies

- Stand-alone element or combined with portico
- Wood railings of plain design
- Subordinate in scale to the overall building form

### Arcades

- Arches and rectangular columns of plaster-covered adobe brick of sturdy proportion, with more elaborate arch treatment if desired

### Towers

- To anchor a corner building, to provide an offset in wall plane, or as a central element

### Exterior Stairs

- Adobe-type material; integrated stepped handrails
- Iron handrails and gates

### Ornamental Details

- Decorative tiles
- Wrought iron brackets, hinges and latches
- Wooden decorative elements of simple design, such as wood lintels over entry gates, wooden shutters, or turned wood window bars or grille
- Simple arch molding surrounding doors or windows

FIGURE 5-5: MEXICAN PERIOD ARCHITECTURAL STYLE – CASA DE ESTUDILLO



Tower as a central element

Round clay tile roof

Thick, plastered adobe wall

Deep reveal of windows and doors

Casa de Estudillo (front façade)

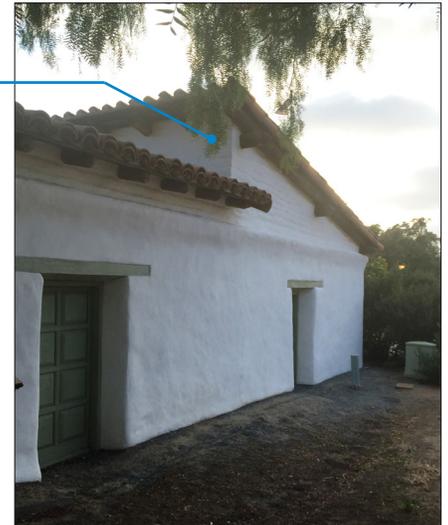


Wood lintel at windows and doors head

Wood panel door

Casa de Estudillo (side façade)

The "altito" effect, where roofs of different levels adjoin



Casa de Estudillo (side façade)



Exposed rafters

Round clay tile roof

Wood posts, beams and rafters

Casa de Estudillo (courtyard)

**FIGURE 5-6: MEXICAN PERIOD ARCHITECTURAL STYLE – CASA DE MACHADO-STEWART**

- Round clay tile-covered gable roof
- Exposed wood rafters
- Deep reveal of windows and doors
- Thick, plastered adobe wall

*Casa de Machado-Stewart (front façade)*

- Gabled roof with asymmetrical roof faces
- Exposed wood rafters
- Simple rectangular floor plans

*Casa de Machado-Stewart (side façade)*

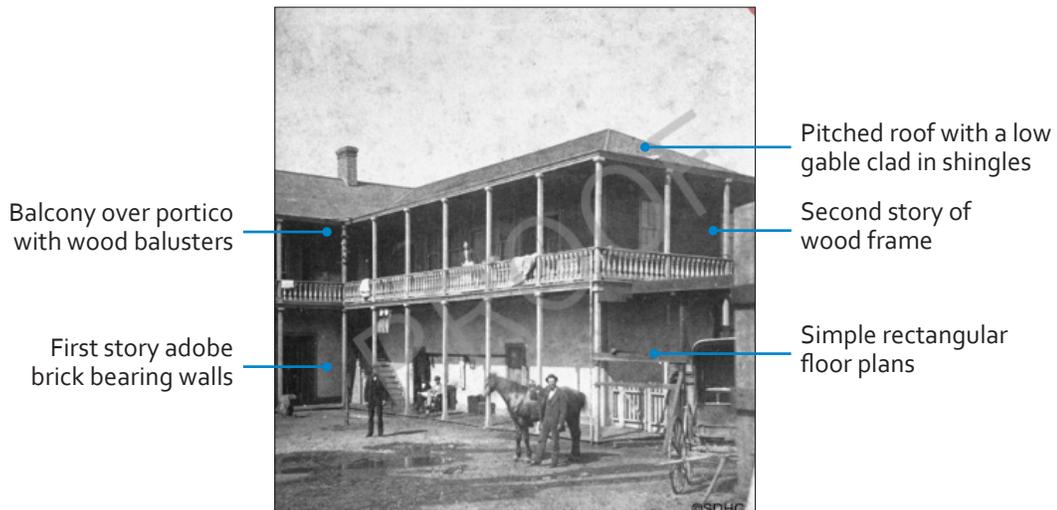
- Round clay tile-covered gable roof
- Exposed wood rafters
- Thick plastered adobe walls
- Round wood posts used as part of porticos

*Casa de Machado-Stewart (portico)*

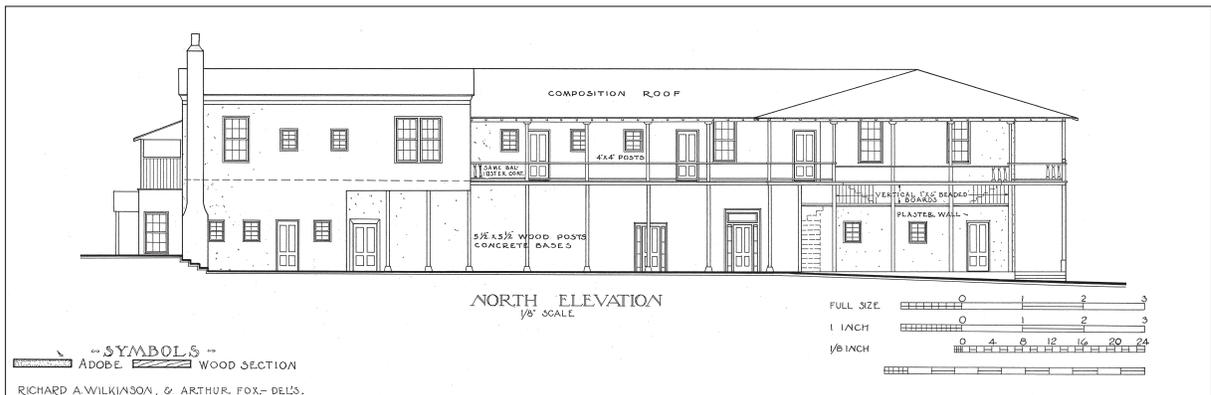
**FIGURE 5-7: MEXICAN PERIOD ARCHITECTURAL STYLE – CASA BANDINI**



**Casa Bandini (Cosmopolitan Hotel)**  
Photo courtesy of San Diego History Center.



**Casa Bandini (Cosmopolitan Hotel)**  
Photo courtesy of San Diego History Center.



**Casa Bandini (Cosmopolitan Hotel)**

Photo courtesy of Library of Congress, Prints & Photographs Division, HABS CAL,37-OLTO,2- (sheet 4 of 4).

FIGURE 5-8: MEXICAN PERIOD (1821-1846) – ARCHITECTURAL FEATURES A

## MEXICAN PERIOD - MASSING AND BUILDING FORMS



- Second story may be less than full width of first story
- Can enclose a private or semi-private courtyard



- Simple rectangular forms

## MEXICAN PERIOD - ROOFS



- Extended eaves, sometimes forming porticos



- "Altito" effect, when roofs of different levels adjoin



- Exposed rafters, purlins and rafter tails, clad with clay tiles

## MEXICAN PERIOD - DOORS AND WINDOWS



- Openings substantial in depth



- Molded wood frames around



- Exposed wood lintels; wood bars

**FIGURE 5-8: MEXICAN PERIOD (1821-1846) – ARCHITECTURAL FEATURES B**

**MEXICAN PERIOD - PORTICOS**



- Porticos formed by a separate roof plane adjoined to wall creating “altito” effect



- Simple, heavy structure with wood support posts, beams and rafters, clad with clay tiles

**MEXICAN PERIOD - BALCONIES**



- Wood railings of plain design



- Standalone balconies



- Balconies combined with porticos

**MEXICAN PERIOD - EXTERIOR STAIRS**



- Built with adobe-type materials



- Used as accent elements



- Integrated stepped handrails

## EARLY AMERICAN PERIOD (1846-1871)

Early American Period buildings had simple rectangular shapes and had windows that were vertically oriented, usually double-hung with wood sashes. Building technologies changed during the American Period, to include brick masonry and wood clapboard. Buildings in the Early American Period generally consisted of two types, residential and commercial. Residential buildings typically had gable roofs, and often had porches that spanned the fronts of buildings. Commercial buildings typically had a rectangular façade as seen from the street, often created by a false front that concealed a gable roof, and were designed with large display windows at the street level. Examples of buildings built in the Early American Period architectural style are shown in Figures 5-9 through 5-11. Common building features of the Early American Period architectural style are described below and shown in Figure 5-12.

### Building and Massing Forms

- Simple rectangular forms
- Symmetrical composition
- Buildings of one and two stories in height

### Roofs

- Flat false front in commercial buildings, concealing a gable roof, creating a rectangular front
- Exposed gable front in residential buildings, with symmetrical sloping roofs
- Flat roof in residential buildings (less common, must be appropriate to East Coast-influenced building style such as the Whaley House and the Derby-Pendleton House)
- Hip roof in residential buildings (less common, must be appropriate to East Coast-influenced building style such as the Rose-Robinson House and Casa de Lorenzo Soto)
- Roofs framed with sawn timbers
- Extended eaves
- Clad in shingles

### Building Materials

- Wood frame, clad in lap siding
- Brick bearing walls



McCoy House. Photo courtesy of San Diego History Center.

### Doors and Windows

- Single-hung or double-hung sash windows with divided lights
- Windows with or without shutters
- Wood-paneled doors
- Molded frames around windows and doors
- Large display windows at storefronts

### Porches, Porticos, and Balconies

- Projecting porches with sawn wood posts, with or without porticos
- Balconies with sawn wood railings or turned wood balusters, with or without balcony porticos

### Exterior Stairs

- Typically of wood-frame construction

### Ornamental Details

- Cornice moldings
- Wood shingles, jig-saw trim or brackets
- Storefronts with wood-paneled kickplates or bulkheads



Whaley House. Photo courtesy of San Diego History Center.

FIGURE 5-9: EARLY AMERICAN PERIOD ARCHITECTURAL STYLE – JOHNSON HOUSE



- Cornice moldings, supported on brackets
- Flat false front
- Simple rectangular form; symmetrical composition
- Wooden lap siding

Johnson House (front façade)



- Molded frames around windows and doors
- Wood panel doors
- Single-hung sash windows with divided lights

Johnson House (porch)



- Projecting porch
- Sawn wood posts

Johnson House (porch)



- Flat false front, concealing a gable roof, creating a rectangular front
- Projecting porches with sawn wood posts
- Wooden lap siding

Johnson House (side façade)

FIGURE 5-10: EARLY AMERICAN PERIOD ARCHITECTURAL STYLE – DERBY-PENDLETON HOUSE



Derby-Pendleton House (front façade)

Cornice moldings, supported on brackets

Simple rectangular form;  
symmetrical composition

Sawn wood posts

Wood-paneled doors



Derby-Pendleton House (side façade)

Extended eaves

Single-hung sash  
windows, with divided  
lights and shutters

Sawn wood posts

Wood-paneled doors

Wooden lap siding



Derby-Pendleton House (porch)



Derby-Pendleton House (side façade)

Flat roof with extended eaves

Cornice moldings,  
supported on brackets

Simple rectangular form;  
symmetrical composition

Projecting porches  
with sawn wood posts

**FIGURE 5-11: EARLY AMERICAN PERIOD ARCHITECTURAL STYLE – WHALEY HOUSE**



*Whaley House (front façade)*



*Whaley House (portico)*



*Whaley House (portico)*



*Whaley House*

FIGURE 5-12: EARLY AMERICAN PERIOD (1846-1871) – ARCHITECTURAL FEATURES A

## EARLY AMERICAN PERIOD - MASSING AND BUILDING FORMS



- Simple rectangular forms
- Buildings of one and two stories in height



- Symmetrical composition
- Wooden lap siding

## EARLY AMERICAN PERIOD - ROOFS



- Flat false front in commercial buildings



- Concealed gable roof



- Extended eaves; cornice moldings supported on brackets

## EARLY AMERICAN PERIOD - DOORS



- Wood-paneled doors; molded frames around doors and windows

FIGURE 5-12: EARLY AMERICAN PERIOD (1846-1871) – ARCHITECTURAL FEATURES B

EARLY AMERICAN PERIOD - PORTICOS AND PORCHES



- Projecting porches with sawn wood posts; incorporating wooden flooring

EARLY AMERICAN PERIOD - BALCONIES



- Balconies with sawn wood railings or turned wood balusters; with or without porticos

EARLY AMERICAN PERIOD - WINDOWS



- Single-hung or double-hung sash windows with divided lights; with or without shutters

## 5.3 Building Design: Sustainability

With careful design, the incorporation of sustainable features and materials into the retrofitting of existing buildings and the design of new buildings will be compatible with the community's historic character. Historical structures in Old Town were constructed with features such as thick adobe walls, porches, arcades, awnings, and deeply inset windows that maximized natural cooling to create comfortable homes in an environment with little natural shade. Modern sustainable building features can include alternative building materials, energy and water conservation systems, and alternative sources of energy. The use of architectural treatments or screening mechanisms can shield exterior placement of modern sustainable building features such as photovoltaic panels and rainwater and greywater collection systems from public view.

### POLICIES

- UD-3.1 Incorporate sustainable building methods that are consistent with the historic character of Old Town. (See Box 5-2).
- UD-3.2 Minimize building heat gain through careful building and roofing design and material selection.
- UD-3.3 Maximize natural and passive cooling that builds on the proximity of the nearby San Diego and Mission Bays.
- UD-3.4 Incorporate solar energy photovoltaic panels where large roof surfaces are present or proposed.
- UD-3.5 Screen solar energy photovoltaic panels from street-level view.
- UD-3.6 Incorporate greywater reuse systems into building design whenever possible.



Historic structures in Old Town, including the adobe wing of the Derby-Pendleton House (above) and the Casa de Estudillo (below), incorporated features such as thick walls and awnings for shade to maximize natural cooling. Top photo: Library of Congress, Prints & Photographs Division, HABS CAL,37-OLTO,6--3.



### BOX 5-2: SUSTAINABLE BUILDING FEATURES

- Clay tile roofing, thick building walls, and deep reveal windows.
- "Cool" roofing materials that simulate shake shingle roofing.
- Reflective white coatings for flat roofs.
- Functional window shutters.
- Vents oriented to capture prevailing winds, ceiling vaults, and thermal chimneys to facilitate air movement through buildings.
- Passive solar building design.
- Permeable paving surfaces.

## 5.4 Site Design

Old Town's small-scale character, with narrow streets and small-scaled buildings, provides opportunities for enhanced site design that strengthens the community's sense of place and identity. In addition to building orientation in relation to the site and sidewalks, site design encompasses the vehicle and pedestrian rights-of-way, such as parking areas and walkways, and public and semi-public spaces, such as parks and plazas. Building service areas, mechanical equipment, utilities, and sustainable features also bear consideration in site design. Improving the interface between buildings and exterior site areas will provide for an enhanced pedestrian environment and strong neighborhood character. See Figure 5-13 for site design elements appropriate for Old Town San Diego.

The incorporation of privately-owned public spaces into site design, such as plazas, courtyards, patios, or paseos, helps shape vibrant pedestrian-oriented places and invites the public realm into the private realm. Walkways are also an important part of developments that are pedestrian-oriented, providing clear access to commercial and residential uses.

Creating pedestrian-oriented buildings also involves enhancing the streetscape and the building's interface with the street. This can be accomplished through thoughtful building design, including the utilization of high-quality building materials at the ground level, accentuating building entrances, and providing greater building transparency to highlight ground-floor active uses along primary pedestrian corridors, such as San Diego Avenue and Congress Street.

The Community Plan encourages incorporating underground parking into new development, and considering the possibility of consolidated underground parking for multiple properties where opportunities arise. When underground parking is not feasible, the location of parking areas in relation to the buildings must ensure minimal exposure of parked vehicles to the public view.



*Inviting building entrances which provide clear access from sidewalks into privately-owned public spaces can help enhance pedestrian activity. Entrances can be accentuated through the use of architectural or landscaping treatments at the ground level.*



*Pedestrian-oriented building entrances and the incorporation of walkways and paseos from sidewalks will provide and enhanced interface between private and public realm.*



*The incorporation of privately-owned public spaces into site design, such as plazas and courtyards, can help create vibrant pedestrian-oriented places, while enhancing Old Town's small-scale character.*

## POLICIES

*Pedestrian Spaces and Pedestrian Orientation*

- UD-4.1 Incorporate plazas, courtyards, patios, porches, and/or paseos within new development to help extend the public realm.
- UD-4.2 Plazas, courtyards, patios, porches, and paseos should be linked to public pedestrian areas visually and physically.
- UD-4.3 Design plazas, courtyards, patios and/or paseos that relate to the scale and design context of Old Town's architectural styles and are compatible with adjacent development.
  - a. Incorporate fountains and/or sculptures.
  - b. Incorporate seating areas to create activity nodes.



*Paved walkways with textures, colors and patterns consistent with Old Town's pre-1871 character leading to pedestrian spaces, such as plazas or courtyards, help extend the public realm and strengthen community character.*



*The incorporation of seating areas, planters and landscaping into pedestrian spaces, such as plazas and courtyards, can help create activity nodes and serve as transition between different buildings.*



*The use of high quality building materials and transparency at the ground level of buildings, can help activate street frontages. Building orientation in relation to the site can help define a strong street wall along major corridors.*

- UD-4.4 Orient buildings toward the street and incorporate architectural features that accentuate entrances.
- UD-4.5 Incorporate design features into building façades to help create active street frontages.
- UD-4.6 Utilize high quality building materials with the greatest extent of authenticity at the ground level of buildings.
- UD-4.7 Provide transparency at the street level of buildings with ground-floor active uses, in particular on San Diego Avenue between Twiggs Street and Ampudia Street and along Congress Street between the Old Town Transit Center and Conde Street.
- UD-4.8 Design pedestrian spaces and walkways using paving materials, colors and textures consistent with the Old Town's pre-1871 character, including the use of cobbles, pavers, brick, paving tiles, and concrete (of an appropriate texture, color and/or imprinted pattern).

### Walkways

- UD-4.9 Design walkways to delineate and enhance the pedestrian access into and around buildings and parking areas.
- UD-4.10 Design walkways to make connections to pedestrian-oriented features such as courtyards, paseos and plazas.
- UD-4.11 Pedestrian walkways should be interconnected, creating a pedestrian pathway network similar to those found in small towns.
- UD-4.12 Use precast concrete or wood bollards to help define pedestrian walkways or pedestrian-only passages.



*The use of fountains and sculptures into plazas, courtyards and patios, which are consistent with Old Town's historic architectural styles, can help strengthen the community's pedestrian orientation and sense of place.*



*The use of historically appropriate styles of wall mounted lighting fixtures can help accentuate and complement buildings' architectural features and provide pedestrian-oriented illumination.*



*Walkways which delineate access into and around buildings and parking areas help enhance pedestrian orientation, strengthen connections and promote ground-floor activity.*

### Fountains and Sculptures

- UD-4.13 Design fountains as part of plazas, patios and courtyards, made of materials such as cast stone, concrete and metal, incorporating the use of glazed tiles for exterior surfacing and interior linings.
- UD-4.14 Encourage the use of sculptures as a form of public art to be incorporated into plazas or other gathering spaces; these can be used to highlight community gateways and strengthen the community's sense of place.

### Lighting

- UD-4.15 Incorporate pedestrian-scaled lighting fixtures along walkways, including wall or post-mounted lighting fixtures.
- UD-4.16 Use numerous small lighting fixtures throughout large developments.
- UD-4.17 Locate and shield exterior lights so that building exterior illumination does not light adjacent properties.

**Parking**

- UD-4.18** Encourage the use of underground parking or partially below grade parking.
- UD-4.19** Design and locate parking areas in relation to buildings in a manner that the exposure of parked vehicles to the public view and the street is minimized, for example at the rear of buildings, behind architectural features, or by taking advantage of the site's topography.
- UD-4.20** Use fences, walls, or plantings to screen any parking areas that could not be screened from the public view by buildings or architectural features.
- UD-4.21** Design parking areas so that driveway curb cuts are minimized, locating entrance driveways from alleyways or secondary streets whenever possible.
- UD-4.22** Design parking area screening and landscaping in a manner representative of the pre-1871 architectural style of the buildings on the site.
- UD-4.23** Design the interior of parking areas in a manner representative of a rural context, with dirt landscaped islands with arid landscaping and gravel-textured rural-type asphalt or concrete in the automobile area.

- UD-4.24** Design parking areas for private development and retrofit visitor-serving parking lots to incorporate storm water management features that are reflective of Old Town's pre-1871 community character, such as permeable paving, bio-retention areas or bioswales, and vegetated filter strips with native plant species as landscaping.



*Surface parking areas can resemble Old Town's pre-1871 character when designed to evoke a rural context, incorporating arid landscaping in islands and along edges.*



*The use of landscaping to screen parking areas can help minimize the exposure of parked cars to the public view.*



*The use of plant species contained in Planting Palettes A and B (Tables 5-1 and 5-2) will ensure consistency with the community character.*

**Paving Materials**

- UD-4.25 Use concrete in a manner that simulates a pre-1871 paving material (i.e. earth, cobbles, brick, or paving tiles).
  - a. Consider the use of decomposed granite mixed with Portland cement.
  - b. Consider the use of concrete treatments including tinting and stamping to simulate a pre-1871 paving material.
- UD-4.26 Limit the number of paving materials or patterns used on any one site to ensure compatibility.
- UD-4.27 Consider the use of wood plank as a flooring material for porches of a Mexican or Early American design style.



*Paving that incorporates materials commonly used prior 1871 (earth, cobbles, brick, or paving tiles) or uses concrete to simulate them, can help enhance the character of walkways and other pedestrian spaces, while complementing the buildings' architectural style.*



*Fences and/or low walls can be used when these are designed to complement a building's architectural style, allow for its visual appreciation and provide a pedestrian-oriented entrance.*

**Fences and Walls**

- UD-4.28 Use fences and walls that enhance the architectural features of buildings and allow for their visual appreciation.
  - a. Use low walls made of brick, adobe, or contemporary building materials simulating adobe.
  - b. Use fences made of wood or wrought iron.
  - c. Encourage the removal of chain link fences and other type of fences that are not consistent with Old Town's pre-1871 character.

**Mechanical Equipment, Utilities, Service Areas, and Sustainable Features**

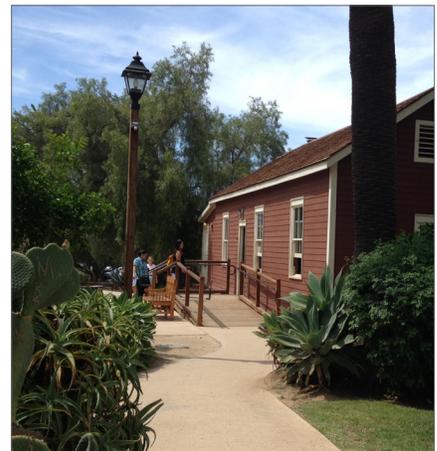
- UD-4.29 Locate all mechanical equipment, such as cooling or heating units and utility meters, and building service areas to be completely enclosed within a structure that is architecturally integrated with the primary building so as not to be visible.
- UD-4.30 Locate solar photovoltaic systems to minimize visual exposure to the street.
- UD-4.31 Incorporate site design features to minimize storm water runoff that are compatible with Old Town's community character (e.g. vegetated bio-retention ponds or bioswales, permeable paving, infiltration trenches, planter boxes, cisterns, or rain barrels).



*The selection of fencing materials should complement the architectural style of buildings and allow for their visual appreciation.*

**FIGURE 5-13: SITE DESIGN CONCEPTS A**

The incorporation of plazas, courtyards, patios, or paseos, as well as clearly defined walkways into a site's design can help shape vibrant pedestrian-oriented places.

**SITE DESIGN: PLAZAS, COURTYARDS AND PASEOS****SITE DESIGN: WALKWAYS****SITE DESIGN: FOUNTAINS AND SCULPTURES**

**FIGURE 5-13: SITE DESIGN CONCEPTS B**

Lighting, paving, fences and walls, can accentuate building entrances and enhance the pedestrian environment when utilizing high-quality building materials at the ground level.

**SITE DESIGN: LIGHTING**



**SITE DESIGN: PAVING**



**SITE DESIGN: FENCES AND WALLS**



## 5.5 Landscaping

Landscaping design in the style of pre-1871 Mexican and early California landscapes and gardens will help strengthen the community's identity and sense of place. Landscaping plans should take into consideration the site's configuration and topography, the architectural style and features of the associated proposed development, and the characteristics of adjacent structures and landscapes.

Proposed landscaping will utilize the species included in the Planting Palettes A and B, found in Tables 5-1 and 5-2, which represent trees and plants commonly used prior 1871. The use of native drought-tolerant species from the planting lists is encouraged.

Policies regarding street trees and parkway landscaping are found in the Streetscape section of this Element.

### POLICIES

- UD-5.1** Incorporate landscaping as part of courtyards, plazas, and paseos through the use of raised planters, planted arbors, and in conjunction with fountains.
- UD-5.2** Select native drought-tolerant plant species from the Planting Palettes when planning landscaping.
- UD-5.3** Preserve existing mature trees of over 50 feet in height, and/or 50 years in age.
- UD-5.4** Maximize the use of landscaping to screen mechanical equipment and parking areas from the street.
- UD-5.5** Incorporate decorative elements such as rock groupings, raised planters, bollards, sculptures, decorative paving, and gravel or decomposed granite areas as part of landscaping areas.
- UD-5.6** Plant trees strategically for their benefits in building, window, and outdoor space shading.



*The incorporation of landscaping as part of courtyards, plazas, and paseos provides an enhanced pedestrian-oriented ambiance. Raised planters can accommodate landscaping as a focal point, providing additional visual interest to pedestrians.*



*The use of plant species contained in Planting Palettes A and B, as part of landscaping design can help create a consistent landscaping theme that strengthens the community's sense of place.*



*The State Historic Park provides a good example of how landscaping areas can incorporate groupings of rocks and plants, along with other decorative elements that evoke the community's pre-1871 character.*

**TABLE 5-1: PLANTING PALETTE A - HERBACEOUS PLANTS**

Species Name		
Acanthus mollis	Echium fastuosum	Nepeta mussini
Agapanthus (any species)	Epidendrum obrienianum	Nicotiana alata
Alcea rosea	Frankenia capitata laevis	Oxypetalum coeruleum
Alyssum maritimum	Gaillardia aristata	Pancreatium (any species)
Angelonia grandiflora	Gazania (any species)	Papaver rhoeas
Argemone mexicana	Gynura aurantiaca	Papaver rupifragum
Artemisia californica	Hedera (any species)	Pelargonium (any species)
Arum italicum	Helleborus lividus	Pellaea (any species)
Asclepias fascicularis	Heuchera sanguinea	Petasites fragrans
Asphodelus albus	Iris unguicularis	Polianthes tuberosa
Beaucarnea recurvata	Iris xiphium	Portulaca grandiflora
Begonia sutherlandii	Kalanchoe flammea	Rosmarinus officinalis
Bouvardia humboldtii	Kniphofia uvaria	Salvia (any species)
Bravoa geminiflora	Lathyrus splendens	Scilla hispanica
Brunsvigia rosea	Lavandula (any species)	Sisyrinchium bellum
Canarina campanulata	Lavateria olbia	Sisyrichium bermudianum
Capsicum frutescens	Lavatera trimestris	Sparaxis elegans
Cedronella canariensis	Lilium candidum	Tagetes erecta
Cheiranthus mutabilis	Limonium (any species)	Thymus (any species)
Chorizanthe staticoides	Liriope (any species)	Tithonia rotundifolia
Cissus (any species)	Lotus formosissimus	Tritonia crocosmaeflora
Cladanthus arabicus	Malvastrum coccineum	Tropaeolum majus
Clivia (any species)	Matthiola incana	Tulipa clusiana
Crassula coccinea	Mentha spicata	Venidium fastuosum
Cryptanthus beuckeri	Mesembryanthemum aurantiacum	Vinca (any species)
Cyclamen indicum	Mesembryanthemum speciosum	Viola cornuta
Davallia canariensis	Milla biflora	Vitis girdiana
Delphinium ajacis	Mirabilis jalapa	Woodwardia (any species)
Dianthus caryophyllus	Morisia monantha	Zantedeschia aethiopica
Echeveria harmsii	Narcissus pseudonarcissus	Zingiber officinale



*The Casa de Estudillo, originally built in 1829 and restored in 1910, incorporates plants commonly used prior 1871 in its landscaping areas.*



*The Casa de Machado-Stewart, a restored home from the 1830s, includes landscaping areas that complements its architectural style.*

TABLE 5-2: PLANTING PALETTE B – LANDSCAPE TREE SPECIES

Species Name			
Abies concolor		Fremontia mexicana *+	Pinus pinea +
Acacia farnesiana +		Fuchsia triphylla	Pinus quadrifolia *+
Acacia subporosa		Genista monosperma	Pinus torreyana *+
Acalypha californica		Grevillea robusta *+	Platanus racemosa *+
Acer negundo *		Heteromeles arbutifolia *+	Poinciana gilliesii
Aesculus californica *+		Holmskioldia sanguinea	Populus fremontii +
Allamanda hendersonii		Hylocereus triangularis	Populus trichocarpa *
Alnus rhombifolia *		Ilex perado	Prosopis juliflora
Anisacanthus wrightii		Jasminum grandiflorum	Prunus ilicifolia *+
Antigonon leptopus		Juglans californica *+	Pseudotsuga macrocarpa *+
Arbutus unedo ^+		Juniperus excelsa	Punica granatum ^+
Arctostaphylos (any species) *+		Juniperus californica +	Quamoclit lobata
Bauhinia galpinii		Kennedyia rubicunda	Quercus agrifolia *+
Bougainvillea (any species) +		Laurus nobilis +	Quercus chrysolepis +
Boussingaultia basselloides		Leonotis leonurus	Quercus engelmannii *+
Brachychiton acerifolius +		Lippia citriodora	Quercus ilex *+
Brugmansia suaveolens		Littonia modesta	Quercus kelloggii *+
Bursera microphylla		Mahonia nevinii	Quercus suber *+
Buxus microphylla		Malva assurgentiflora *+	Quercus virginiana
Calocephalus brownii		Manettia bicolor	Romneya coulteri
Calocedrus decurrens *+		Melia azedarach +	Rosa gallica
Ceanothus (any species) *+		Mimulus puniceus	Rosa laevigata
Cercidium floridum *+		Mimusops elengi	Salix (any species)
Cestrum nocturnum		Mirabilis californica	Sambucus cerulea +
Chilopsis linearis *+		Mitriostigma axillare	Schinus molle +
Chorizema cordatum		Momordica charantia	Senecio confusus
Citrus (any species) ^		Musa sapientum	Senecio petasitis
Clematis balearica		Myrsine africana	Solandra guttata
Convolvulus cneorum		Nerium oleander +	Solanum rantonnetii
Cuphea roezlii		Olea europaea 'fruitless' +	Spartium junceum
Cupressus sempervirens +		Olneya tesota +	Strelitzia nicolai
Cytisus canariensis		Parkinsonia aculeata +	Streptosolen jamesonii
Dalea spinosa		Parkinsonia microphylla *+	Tecoma stans
Danae racemosa		Persea americana	Teucrium fruticans
Delonix regia		Philadelphus mexicanus	Tipuana tipu +
Diospyros kaki ^+		Phlomis fruticosa	Umbellularia californica *+
Erica melanthera		Phoenix dactylifera *	Ungnadia speciosa
Eriogonum giganteum		Photinia arbutifolia	Viburnum tinus
Erythrina crista-gailli +		Phygelius capensis	Virgilia capensis
Ficus carica ^+		Phytolacca dioica	Visnea mocanera
Fortunella japonica		Pinus coulteri +	Vitex agnus-castus +
Fouquieria splendens		Pinus jeffreyi *+	Washingtonia filifera *+
Fraxinus velutina coriacea *+		Pinus monophylla +	Yucca schidigera

\*California native +Drought Tolerant ^Produces Fruit

## 5.6 Signage

The Community Plan envisions the installation of signage that is compatible with Old Town’s pre-1871 character. Signage with different purposes, including identification signs, historical signs, and wayfinding signs, will cohesively complement Old Town’s built environment and will enhance the visitor experience by providing important information.

### Identification Signs

Signs that state the name of the owner or occupant of the commercial premises upon which such signs are placed, or identify such premises, or describe goods offered, manufactured or produced, or services rendered on the premises.

### Historical Signs

Signs that are an integral part of a historic site or structure, their preservation, rehabilitation, restoration, and reconstruction, and will be evaluated by the Historical Resources Board to determine consistency with the Secretary of the Interior’s Standards for Treatment of Historic Properties.

### Directional Signs

Signs that provide direction at the block level to commercial or residential properties, including street numbers, or provide direction to elements of properties such as entrances or parking areas.

### Wayfinding Signs

Signs designed primarily to direct pedestrians, bicyclists and motorists between different destinations; to guide vehicular circulation; to direct vehicle drivers to available parking facilities; to provide information about certain facilities; to define pedestrian and bicycle routes; and to highlight arrival gateways into the community. Wayfinding signs can be located on private or public property. Specific policies for the design and implementation of a wayfinding signage system are found in Section 5.9 of this Element, although wayfinding signage design will also be guided by the general signage policies and design guidelines in this section.



Identification sign for the Mason Street School Museum.



Example of a historical sign at the Cosmopolitan Hotel.



Directional sign in the State Historic Park.

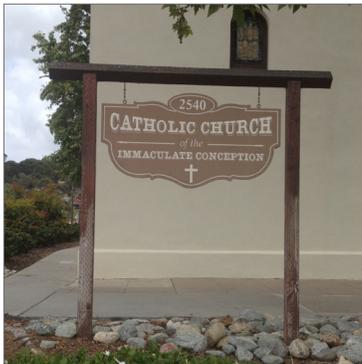


Example of a wayfinding sign within the Cosmopolitan Hotel.

## REQUIREMENTS

### General

- UD-6.1 Install clear, legible, and professionally designed signage that enhances Old Town's pre-1871 character.
- UD-6.2 Design signage of a size, shape, design, material, coloring, lighting, and location that are compatible with the pre-1871 architectural style of the building upon which it will be placed or nearest which it will be placed.
- UD-6.3 For existing buildings of a contemporary style, design signage of a size, shape, design, material, coloring, lighting, and location that is compatible with one of the accepted pre-1871 architectural styles.
- UD-6.4 Design signage that uses a typeface consistent with the pre-1871 period acceptable typefaces shown in Figure 5-14: Sign Lettering Styles.
- UD-6.5 Install signage that complements other signage within the Community rather than competes with it.



### Design and Location

- UD-6.6 Signs or portions of signs should not project over the public right of way.
- UD-6.7 Signs should be thoughtfully placed so as not to disfigure or conceal any architectural feature or detail of any building or historical site (e.g. balcony or gallery).
- UD-6.8 Signs should be moderate in size, and should be only slightly larger than the area covered by lettering or symbols.
- UD-6.9 The following sign types and materials are acceptable and desirable:
  - a. Signs and sign supports made of resawn timber or rough sawn timber, and/or wrought iron with painted background and lettering.
  - b. Signs and sign supports made of smooth wood trimmed with Georgian Colonial moldings, with painted backgrounds and lettering.
  - c. Signs directly painted on building façades.
  - d. Use of wood cutouts or wrought iron silhouettes in conjunction with any of the above described sign types.

- UD-6.10 Sign colors must be consistent with the pre-1871 period.
- UD-6.11 Signs made of contemporary finish materials are not acceptable, including those made of plastics, porcelain enamel, aluminum, stainless steel, sheet metal, imitation wood, or imitation marble.
- UD-6.12 Signs that incorporate the following are not acceptable: bright gloss enamel; fluorescent paint or reflecting surfaces; exposed metal supports in extruded, rolled or tubular sections.
- UD-6.13 Signs should not flash, blink, or change in hues or intensity of illumination.
- UD-6.14 Sign illumination should be hidden from view. Signs should not include visible bulbs, neon tubing, exposed wiring, luminous paints, or plastics.



- UD-6.15 Flags, pennants, banners and streamers are permitted as defined below provided that they are not utilized for the purposes of identification, except where they identify events of importance to the community:
  - a. Officially adopted and recognized national, state and local flags, flags of international organizations, official military flags, and historically significant flags.
  - b. Flags of groups, organizations, societies, and corporations, provided that there are not more than two per premises.
  - c. Personal flags, provided that there is not more than one per premises.



- UD-6.16 Signs placed within a building against an exterior window intended to be viewed from outside of the building shall not be permitted.
- UD-6.17 Exceptions to these requirements may be approved by the Old Town San Diego Design Review Board providing that there is reasonable justification for the exception and that the sign particularly contributes to the distinctive character of Old Town San Diego.

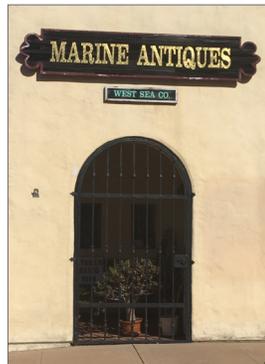
*Signs must be of the size, shape, design, material, coloring, lighting, and location that are compatible with the pre-1871 architectural style, by conforming to the policies included within this section.*

### Temporary Signs

- UD-6.18** Temporary signs and posters made of cardboard or similar temporary material which advertise coming events of importance to the community will be permitted in the Core, Taylor, and Hortensia Sub-Districts. The appearance of such signs should conform to these policies as much as possible.
- UD-6.19** Temporary signs and posters less than four square feet in size need not be submitted to the Old Town San Diego Design Review Board for approval.
- UD-6.20** No temporary sign or poster should be posted more than three weeks prior to the advertised event and must be removed no later than one week after the event.



*Temporary signs and posters should be designed to conform with the policies contained in this section, reflecting the pre-1871 character of the community.*



### Business Identification Signs

- UD-6.21** One identification sign is permitted on the front or primary face of each business establishment, subject to the following requirements:
- Identification sign shall not exceed in size one square foot for each linear foot of frontage or sixteen square feet, whichever is smaller, provided that the sign of any one business establishment need not be less than ten square feet in area.
  - No identification sign shall project above the nearest parapet or eave of the building.
  - No identification sign attached parallel to the primary face of the building shall project more than twelve inches from the face of the building.
- UD-6.22** One perpendicular (30 degrees or greater) projecting hanging sign, not to exceed six square feet in size, will be permitted on the front or primary face of each business establishment provided that the sign face is designed as a graphic representation of the goods or services provided at the particular establishment (e.g. a boot to advertise a shoe repair shop).



*Business identification signs describe goods offered, manufactured or produced, or services rendered on the premises. These signs should be designed to complement other signage in the Community rather than competing with it.*

- UD-6.23** Identification signs on the side or rear wall of a business establishment are allowed, subject to the following requirements:
- The identification sign shall not exceed twelve and one-half square feet in size, or one-half square foot for each linear foot of street or dedicated walkway frontage along the wall to which it is affixed.
  - No identification sign shall project above the nearest parapet or eave of the building.
  - No identification sign attached parallel to the side or rear face of the building shall project more than twelve inches from the face of the building.



Example of a side wall identification sign within the State Historic Park.



- UD-6.24** No free-standing or rooftop identification signs shall be permitted for commercial structures, with the following exceptions:
- Establishments located within an arcade, court, office building, or similar structure not on the public right-of-way may collectively place a single free-standing sign at the entrance to said court or arcade to identify the establishments within. The maximum height of such signs shall not exceed four feet above the average adjacent grade.
  - The maximum size for identification of each individual business establishment shall not exceed one and one-half square feet.



- UD-6.25** Signs that identify goods or services not available on the premises upon which the sign is placed shall not be permitted.
- UD-6.26** Standard copyrighted signs offering information on incidental services or recommendations, e.g. AAA, credit cards, ATMs, etc. shall not be visible from the public right-of-way.



### Historical Signs

- UD-6.27** For businesses of a type existing prior to 1871, the maximum size of the sign identifying the business shall not exceed the size which was in use for this type of business in California and the southwest United States prior to 1871.
- UD-6.28** All requests for signs in excess of sixteen square feet shall be accompanied by documentary evidence that signs of such size and advertising such a business were in use in California or the southwest United States prior to 1871. Documentary evidence must be approved by the City of San Diego Historical Resources Board.
- UD-6.29** Signs must conform in size, shape, design, material, coloring, lighting, and location to the pre-1871 period.



Signs that provide direction at the block level to commercial or residential properties, including street numbers, or provide direction to elements of properties.



The Old Town Theatre exemplifies a type of business existing prior to 1871, which incorporates a sign of the size that was historically used.

### Directional Signs

- UD-6.30** Directional signs are permitted on the faces of buildings or structures provided that such signs shall not be placed higher than eight feet above the immediately adjacent ground level or above the eave line, whichever is the lesser.
- UD-6.31** Directional signs are permitted to locate on a separate freestanding ground structure, provided that the structure and/or sign affixed to the structure do not exceed six feet in height.
- UD-6.32** The maximum size of a directional sign shall be that which is necessary to convey the necessary information, not to exceed a maximum of four square feet.
- UD-6.33** The total number of directional signs shall not exceed four per establishment or residence.
- UD-6.34** Residence name signs, occupants' name plates, and address numbers may include pictorial and decorative designs as well as words and numbers and shall not exceed one square foot in area.

FIGURE 5-14: SIGN LETTERING STYLES

ABCDEFGHIJKLMN**OP**QRSTUVWXYZ  
abcdefghijklmno**pq**rstuvwxyz  
1234567890

Playbill

ABCDEFGHIJKLMN**OP**QRSTUVW  
XYZ  
abcdefghijklmno**pq**rstuvwxyz  
1234567890

Alternate Gothic

ABCDEFGHIJ  
KLMNOPQRST  
UVWXYZ  
abcdefghijklmno  
pqrstuvwxyz  
1234567890

Wagon Train

A B C D E F G H I J K L  
M N O P Q R S T U V W  
X Y Z  
1 2 3 4 5 6 7 8 9 0

Civil War Series B

A B C C D E E F G G H I J K K  
L L M M N N O P P Q R R R R S  
S S T T U U V V W W X X Y Y Z  
abcdefghijklmno**pq**rstuvwxyz  
1234567890

Bookman Bold Italic with Swash

A B C D E F G H I  
J K L M N O P Q  
R S T U V W X Y  
Z  
1 2 3 4 5 6 7 8 9 0

Civil War Series D

ABCDEF GHIJKLMN  
OPQRSTUVWXYZ  
abcdefghijklmno**pq**rstuvwx  
yz 1234567890

Goudy Medieval

A B C D E F G H I J K L M  
O P Q R S T U V W X Y Z  
1 2 3 4 5 6 7 8 9 0

Civil War Series E

ABCDEFGHIJKLMN  
OPQRSTUVWXYZ  
abcdefghijklmno**pq**rs  
tuvwxyz  
1234567890

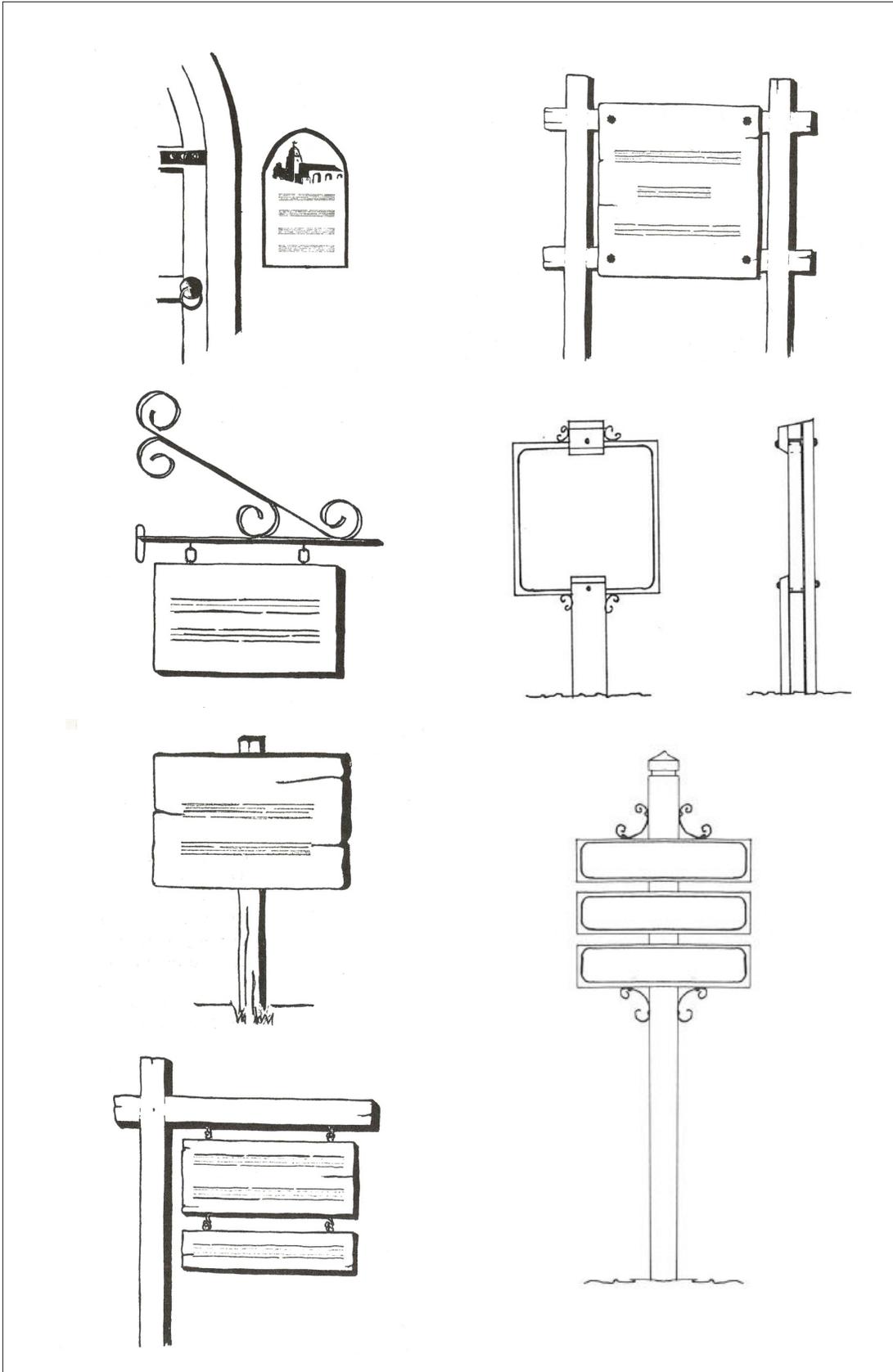
Garamond

A B C D E F G H I J K L M  
N O P Q R S T U V W X Y Z

Civil War Series G

A B C D E F G H I J K L M  
N O P Q R S T U V W X Y Z

Civil War Series H



Sign design examples from the *Old San Diego Architectural and Site Development Standards and Criteria* (1972).

## 5.7 Streetscape

Old Town’s interconnected grid network of narrow streets helps define the community’s urban form and character. As pedestrians travel between Old Town’s historic, cultural and retail attractions, the streetscaping along the community’s major streets affects their experience. Streetscape enhancements will help improve the pedestrian environment, which could include wider sidewalks, street trees and parkway landscaping (see Table 5-3), and street furniture. Streetscape improvements will be consistent with Old Town’s small scale pre-1871 character, providing unified themes along each street corridor and will support the community’s pedestrian-oriented character increasing connectivity within the community and to adjacent communities, see Figure 5-15 for streetscape concepts appropriate for Old Town San Diego, and Section 5.8 for streetscape design guidance specific to the community’s major corridors.



*Parkway landscaping should be designed to evoke a rural context, with arid landscaping, decomposed granite and gravel.*



### POLICIES

#### Street Trees and Parkway Landscaping

- UD-7.1** Select native or drought-tolerant plant species from the Planting Palette when proposing street trees and parkway landscaping plantings.
- UD-7.2** Preserve existing mature trees of over 50 feet in height, and/or 50 years in age.
- UD-7.3** Incorporate a consistent selection of street trees and parkway landscaping to establish strong, recognizable themes along the identified street corridors, including San Diego Avenue, Old Town Avenue, Taylor Street, Congress Street and Juan Street.
- UD-7.4** Design parkway landscaping in a manner representative of a rural context, with arid landscaping and mulched with decomposed granite, gravel, or natural-color wood mulch. The Old Town State Historic Park parking areas on Congress Street are excellent examples of this design style.
- UD-7.5** Select shade-producing street trees with an open canopy.
- UD-7.6** Encourage the incorporation of street trees where sidewalk widths allow.
- UD-7.7** Select tree grates and planters adequately sized to ensure the long-term health of trees.

**Table 5-3: Street Tree Species (Native & Drought-Tolerant)\***

Name	Parkway Size	Evergreen or Deciduous
Ceanothus - any species (Ceanothus)	3-4 feet	Evergreen
Netleaf Hackberry Celtis reticulata	4-6 feet	Deciduous
Velvet Ash (Fraxinus velutina coriacea)	6-8 feet	Evergreen
Interior Live Oak (Quercus wislizenii)	6-8 feet	Evergreen
Honey Mesquite (Prosopis glandulosa)	6-8 feet	Deciduous
Catalina Cherry (Prunus ilicifolia ssp lyonii)	3-4 feet	Evergreen

\* See section 5.7 (Streetscapes) for street-specific street trees.

### Street Furniture

- UD-7.8** Support the installation of street furniture that relates to the scale and design context of Old Town's architectural styles prior 1871 and allows a clear pedestrian path of travel.
- Use planters and pots made of cast stone, glazed or unglazed clay, wood or masonry.
  - Use benches made of wrought iron, wood, cast stone or a combination of these materials.
  - Use newspaper/magazine corrals made of wrought iron or wood.
  - Use trash receptacles that resemble wood barrels.
- UD-7.9** Encourage the use of planters and pots to enhance building façades.
- UD-7.10** Arrange benches in groups to create activity nodes that promote social interaction.
- UD-7.11** Encourage the consolidation of newspaper and magazine racks into corrals of uniform design.



*Sidewalks should resemble Old Town's pre-1871 character by utilizing materials which convey the appearance of dirt paths.*



*Street lighting should be pedestrian-oriented and fixtures similar to those used prior 1871 should be installed.*



*Character-enhancing street furniture should allow a clear path of travel and complement surrounding development.*

### Sidewalks

- UD-7.12** Support widening sidewalks to allow for streetscape improvements along Taylor Street and San Diego Avenue.
- UD-7.13** Support non-contiguous sidewalks that provide a buffer, consisting of landscaping and street trees, between pedestrians and vehicular traffic along Taylor Street.
- UD-7.14** Incorporate sidewalks that convey the appearance of dirt paths that are compatible with Old Town's pre-1871 character.
- Install sidewalks of Sombrero Buff-colored concrete with a broom finish.
  - Install sidewalks with a rectangular scoring pattern.

### Lighting

- UD-7.15** Install historic style double lantern pedestrian lighting along sidewalks.
- UD-7.16** Consider replacing the historic style double lantern pedestrian lights with concrete posts, found along Congress Street and Juan Street, with a design that incorporates wooden posts such as the lights found in the State Historic Park parking lot, see Figure 5-16: Lights.
- UD-7.17** Encourage the use of lighting sources that are pedestrian in scale and closely spaced, of a maximum height of approximately 12 feet.

**FIGURE 5-15: STREETSCAPE CONCEPTS A**

Streetscape enhancements could include wider sidewalks, street trees and parkway landscaping, and street furniture. These should be designed in a manner representative of a rural context.

**STREETSCAPE: PARKWAY LANDSCAPING**



- Parkway landscaping should incorporate drought-tolerant plant species from the Planting Palette.

**STREETSCAPE: SIDEWALKS**



- Sombrero Buff-colored concrete sidewalks



- Non-contiguous sidewalks with parkway landscaping

**STREETSCAPE: LIGHTING**



- Historic style double lantern lighting; Consider replacing concrete post with wooden post design

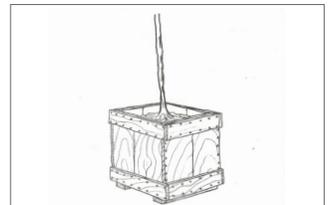
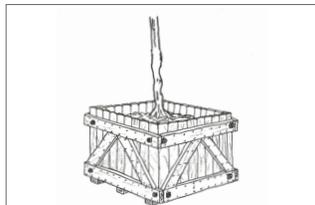
**STREETSCAPE: TRASH CANS**



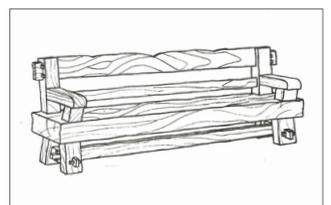
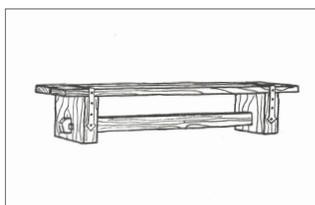
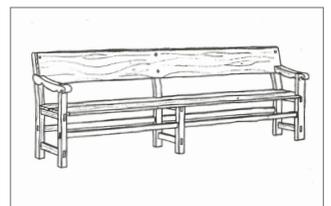
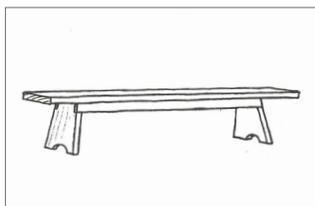
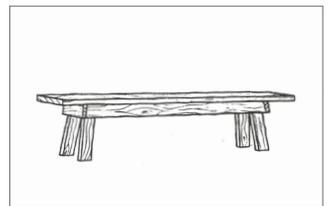
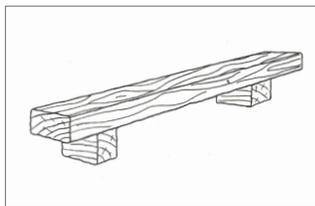
- Trash receptacles that resemble wood barrels

**FIGURE 5-15: STREETSCAPE CONCEPTS B**

Street furniture should relate to the scale and design context of Old Town's architectural styles prior 1871 and allows a clear pedestrian path of travel.

**STREETSCAPE - PLANTERS AND POTS**

- Planters and pots made of cast stone, clay, wood or masonry are appropriate. Tree planter boxes designed for the Old Town State Historic Park by State of California, Department of Parks and Recreation are shown above.

**STREETSCAPE - BENCHES**

- Benches made of wood, adobe-style blocks, wrought iron, or a combination. Bench designs prepared for Old Town San Diego State Historic Park by State of California, Department of Parks and Recreation shown above.

## 5.8 Street Corridors and Gateways

Cohesive streetscape design along the community’s major streets will reinforce Old Town San Diego’s historic character and small town sense of place. The Community Plan has identified street corridors along which streetscape enhancements will provide an improved pedestrian and bicyclist environment, and will help strengthen linkages between Old Town’s visitor destinations, parks, the Core Sub-District, the Old Town Transit Center and the San Diego River Park.

The incorporation of gateways will enhance the sense of arrival and place within Old Town. Gateways contribute to the visual experience of pedestrians, bicyclists and motorists, and can take a variety of forms including landmarks, community or site markers, streetscape enhancements, lighting, signage, and unique landscaping or architectural treatments that create a ceremonial entryway into the community.

Streetscaping and landscaping improvements will result in an improved public realm, enhanced pedestrian and bicyclist environment, and strengthened connections between visitor destinations, parks, the Core Sub-District, the Old Town Transit Center and the San Diego River Park. Re-establishing historic connections to the Presidio and to the San Diego River will help strengthen the community’s sense of place and its pre-1871 character. Table 5-4 and Figure 5-16 provide specific direction for street tree planting along these corridors.



Structures resembling plastered adobe walls, located at the entrances of the State Historic Park and at the Transit Center, help highlight these community assets and can serve as example for the design of future community gateway treatments.



Gateway treatments should recognize the importance of Old Town San Diego as the birthplace of California.



The incorporation of street trees and parkway landscaping where possible can help enhance the pedestrian experience, and define a consistent streetscape theme along the community’s major corridors.



The State Historic Park contains plant species that resemble Old Town’s pre-1871 character, which if incorporated into the community’s gateways and street corridors will strengthen its sense of place.

## POLICIES

- UD-8.1** Provide enhanced streetscape improvements that create a vibrant public realm with a distinctive visual character based in Old Town's history.
- UD-8.2** Design gateways that enhance the arrival experience of pedestrians, bicyclists and motorists at the following intersections: Taylor Street and Congress Street; Taylor Street and Morena Boulevard; San Diego Avenue, Congress Street, and Ampudia Street; and Old Town Avenue and Moore Street.
- Gateways should relate to the scale and design context of Old Town's architectural styles.
  - Gateways should be compatible with adjacent development.
- UD-8.3** Incorporate streetscape enhancements along Taylor Street that commemorate the historic La Playa Trail and the San Diego River that help define the character of this major entry point. These improvements should include storm water management features.
- UD-8.4** Retrofit Pacific Highway to serve as a boulevard street providing a strengthened linkage from the San Diego River Park into Old Town San Diego and to Downtown. These improvements should include storm water management features.



*Groupings of planters and a combination of drought-tolerant plant species in landscaping can help strengthen the community character at gateway locations and along the community's street corridors.*



- UD-8.5** Incorporate streetscape enhancements along Congress Street to help promote pedestrian activity and guide visitors between the Old Town Transit Center, and the Old Town State Historic Park.
- UD-8.6** Enhance San Diego Avenue's character as Old Town's pedestrian-friendly main street to provide a strengthened connection between the Old Town San Diego State Historic Park and the Core Sub-District.
- UD-8.7** Incorporate streetscape enhancements along Juan Street to improve the pedestrian environment and strengthen the connection between the Old Town San Diego State Historic Park, Presidio Park and Heritage Park.
- UD-8.8** Incorporate streetscape enhancements into Old Town Avenue that help provide a sense of arrival into the community, with particular emphasis at its intersection with Moore Street.



*Caltrans District 11 Headquarters' site includes parkway landscaping that evokes a riparian environment commemorating the San Diego River, which wandered back and forth over the broad delta it had formed between Point Loma and Old Town.*

**SAN DIEGO AVENUE**

San Diego Avenue is the pedestrian-friendly main street of historic Old Town which extends through both the Historic Core and the Core. The mix of visitor-oriented stores, restaurants and cultural historic destinations along San Diego Avenue between Twiggs Street and Congress Street invites pedestrian activity. The pedestrian experience on this segment of San Diego Avenue will be enhanced with streetscape improvements that bring the historical character of the Old Town settlement from the Historic Core into the Core and create visual continuity between the two areas. The Community Plan envisions using street trees and parkway landscaping that are similar to those in the State Historic Park and of street furniture and street lighting of a pre-1871 style. Wider sidewalks could provide additional space for these elements as well as additional landscaping in planters or hanging baskets and wayfinding signage.

**OLD TOWN AVENUE**

The Community Plan envisions further enhancements to Old Town Avenue to create a linear gateway streetscape that will provide a sense of arrival into the community. The enhancements between Moore Street and San Diego Avenue will include wider sidewalks with street trees and parkway landscaping that reflect Old Town’s historical community character, as well as pedestrian-oriented lighting and wayfinding signage. Gateway elements, which could include landscape treatments or public art elements, at the intersection of Old Town Avenue and Moore Street will create visual emphasis at this community entry point.



*The Community Plan envisions streetscape improvements that bring the historical character of the Old Town settlement from the Historic Core into the Core and create visual continuity. Image courtesy of the California History Room, California State Library, Sacramento, Ca.*



*Old Town’s historic character and small town sense of place are depicted in the image of the Casa de Estudillo above. Courtesy of the California History Room, California State Library, Sacramento, California.*

**CONGRESS STREET CORRIDOR**

Congress Street will provide a strengthened pedestrian connection through the community linking the Old Town Transit Center to the Historic Core. The vision for Congress Street streetscape improvements focuses on elements that create a positive pedestrian experience including additional lighting and wayfinding signage to guide pedestrians to the community’s destinations. The Community Plan recommends the incorporation of enhanced landscaping adjacent to sidewalks along building frontages due to the narrow width of Congress Street.

**JUAN STREET**

Juan Street will provide a strengthened pedestrian connection between Presidio Park, Old Town State Historic Park, and Heritage Park. Juan Street’s existing Pepper Tree-lined character will be maintained and enhanced with additional pedestrian-oriented lighting and wayfinding signage. The Community Plan recommends the incorporation of enhanced landscaping adjacent to sidewalks along building frontages due to the narrow width of Juan Street.

### PACIFIC HIGHWAY CORRIDOR

Old Town San Diego and Downtown have historically been connected by Pacific Highway, one of San Diego's early highways. The Community Plan envisions Pacific Highway as a landscaped boulevard that will provide an enhanced bicycle and pedestrian connection from the San Diego River Park to Downtown. Transforming Pacific Highway into a boulevard will include a unified streetscape theme from Downtown San Diego to Old Town San Diego that includes non-contiguous sidewalks, riparian street trees and parkway landscaping, and planted medians, along with pedestrian-oriented lighting. Protected bicycle lanes, also known as cycle tracks, will also be incorporated into the boulevard. Cycle tracks combine the experience of a separated path with the on-street infrastructure of a bicycle lane, and provide space for bicycles separated from vehicle travel lanes, parking lanes, and sidewalks by bollards or curbs/islands. Storm water bio-retention or filtration features will be incorporated into the streetscape.

### TAYLOR STREET CORRIDOR

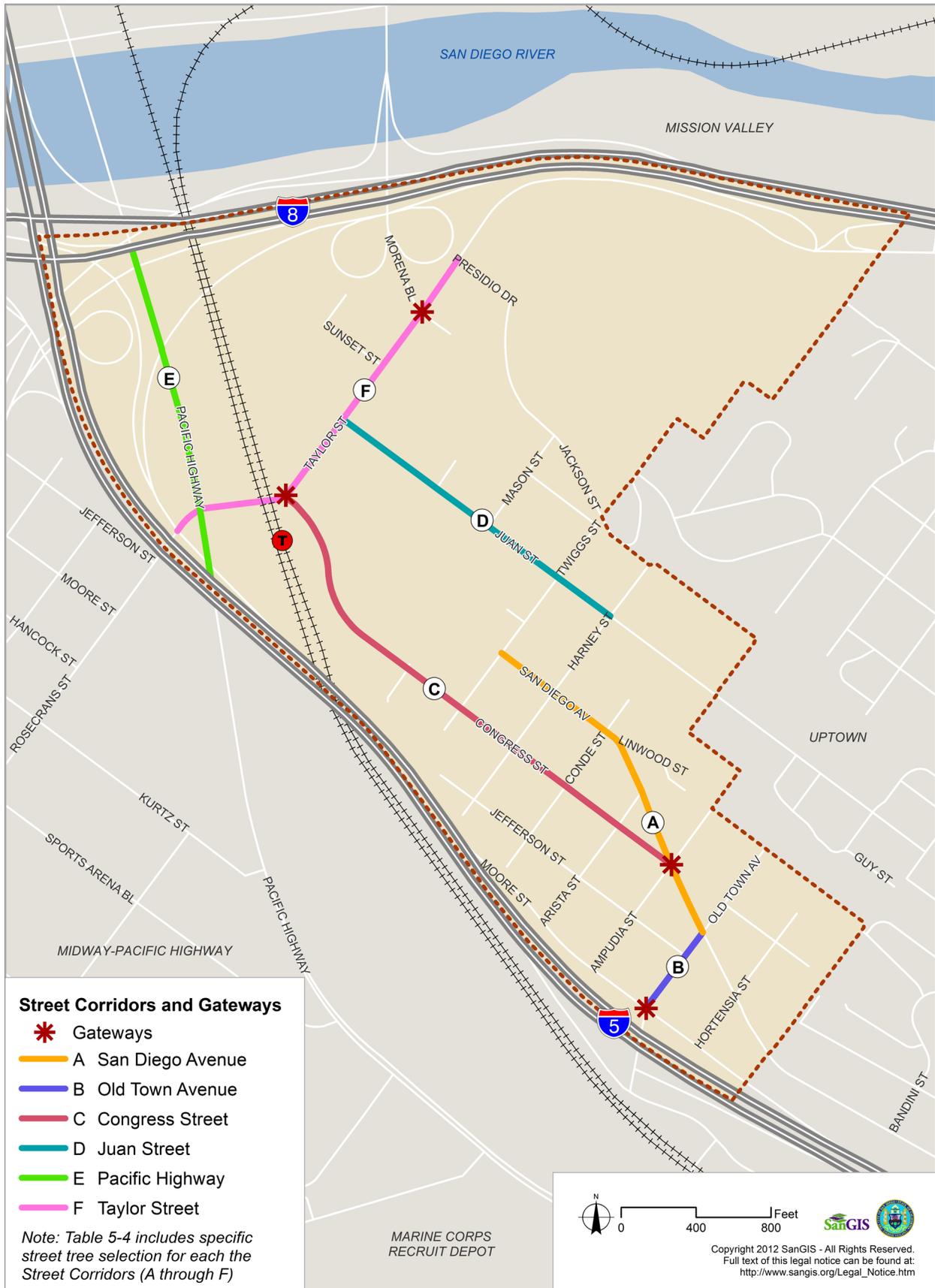
The Community Plan envisions Taylor Street serving as a linear gateway that commemorates the historic La Playa Trail, which was the oldest European trail on the Pacific Coast and linked Old Town, the Presidio, and the Mission to San Diego Bay. The incorporation of historic markers and signage along Taylor Street will help acknowledge the significance of La Playa Trail. Pedestrian and bicycle improvements, along with wayfinding signage, will reinforce the La Playa Trail connection between the Presidio Park, Old Town San Diego State Historic Park, the Old Town Transit Center, and Rosecrans Street and define the character of this major community entry point. Improvements include: gateway elements at the intersection of Taylor Street and Congress Street; river-themed streetscape design, which will incorporate wider non-contiguous sidewalks with riparian street trees and parkway landscaping; and storm water bio-retention or filtration features acknowledging the former course of the San Diego River.

**TABLE 5-4: STREET CORRIDORS – STREET TREE PLAN**

Key	Street Corridor	Segment*	Primary Tree	Secondary Tree
A	San Diego Avenue	Twiggs Street to Old Town Avenue	Blue Palo Verde ( <i>Cercidium floridum</i> )	Silk Tree ( <i>Albizia Julibrissin</i> )
B	Old Town Avenue	Moore Street to San Diego Avenue	Fruitless Olive ( <i>Olea Europaea</i> )	Desert Willow ( <i>Chilopsis linearis</i> )
				Common Chokecherry ( <i>Prunus virginiana</i> )
C	Congress Street	Taylor Street to San Diego Avenue	Marina Strawberry Tree ( <i>Arbutus unedo marina</i> )	Desert Willow ( <i>Chilopsis linearis</i> )
				Western Redbud ( <i>Cercis occidentalis</i> )
D	Juan Street	Taylor Street to Harney Street	Australian Willow ( <i>Geijera parviflora</i> )	Pepper Tree ( <i>Schinus molle</i> )
E	Pacific Highway	Old Town Transit Center to San Diego River Park	Coast Live Oak ( <i>Quercus Agrifolia</i> )	California Sycamore ( <i>Plantanus racemosa</i> )
F	Taylor Street	Old Town Transit Center to Presidio Drive	California Sycamore ( <i>Plantanus racemosa</i> )	Raywood Ash ( <i>Fraxinus oxycarpa</i> )
				California Fan Palm ( <i>Washingtonia filifera</i> )

\* See Figure 5-17 for geographical reference.

**FIGURE 5-16: STREET CORRIDORS AND GATEWAYS**



## 5.9 Wayfinding

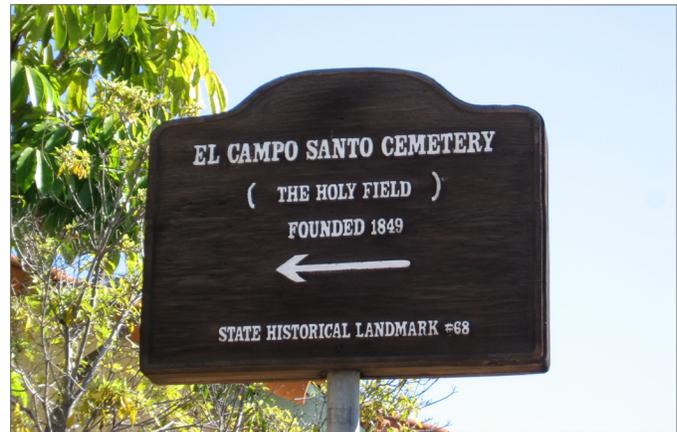
The Community Plan envisions a wayfinding signage system that complements the community's pre-1871 character. Wayfinding signage will relate to Old Town's small-scale and design context and will support the community's historic and cultural heritage tourism. Wayfinding signage will reinforce gateways and street corridors by enhancing the sense of arrival into the community, in addition to providing clear guidance for pedestrians, bicyclists and motorists between the community's destinations. The incorporation of historic markers and signage that acknowledge the community's historic built resources and historic sites significance and directs to their location will help support Old Town's educational and interpretive programs and cultural heritage tourism. Wayfinding signage will be designed to meet the general signage policies and design guidelines in Section 5.6 of this Element. The Community Plan's policies regarding wayfinding signage as it relates to multi-modal transportation within Old Town are addressed in the Mobility Element.

### POLICIES

- UD-9.1 Encourage the development of a comprehensive wayfinding signage program that provides a unified theme that enhances the community's identity and sense of place.
- UD-9.2 Ensure that wayfinding signs are designed with features, size, shape, materials and colors consistent with Old Town's small-scale and pre-1871 character.
- UD-9.3 Encourage the installation of wayfinding signage that highlights the community's gateways and enhances the arrival experience.



Wayfinding kiosks at the State Historic Park guide visitors between the Park's historic, cultural and visitor-oriented destinations. The use of signage designed with the appropriate materials, fonts and graphics, as described in Section 5.5, help enhance the community's character by providing a unified theme.



Markers and signage can help acknowledge the community's historic structures and sites and/or direct pedestrian, bicyclists and motorists to their location. Clear, legible and professionally designed wayfinding signs provide guidance while enhancing the community's sense of place.



# 6

## ECONOMIC PROSPERITY

### 6.1 EMPLOYMENT USES

## 6. Economic Prosperity

### GOALS

- Promotion of Old Town San Diego as a major destination for historic and cultural heritage tourism.
- Economic well-being of locally-owned and operated businesses that provide services and goods to residents and visitors.
- Commercial buildings and uses that support and enhance Old Town San Diego's historic community character.

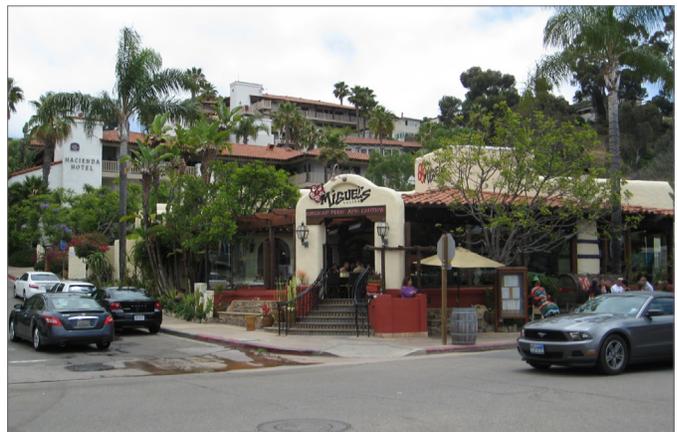
### INTRODUCTION

As the birthplace of California, Old Town San Diego plays an important role in the City's tourism industry. The promotion of the cultural and historic importance of Old Town as a visitor designation can result in economic benefits for the Community and the City. Cultural heritage tourism, as an economic development strategy supports local and small business growth, provides job opportunities, increases property values, and encourages private investment. It supports and enhances the community's historic character, preserves historic resources, and creates destinations for tourists and local residents.

As the birthplace of California, Old Town San Diego is rich with cultural heritage tourism. Old Town San Diego has been an economic center for cultural heritage tourism since the 1930's. Tourists travel to Old Town to experience the activities that authentically represent the stories and people of the past and present, including irreplaceable historic, cultural, and natural resources. The quality and consistency of historic and cultural buildings and sites, period architecture, landscaping, museums, open space and parks attract visitors. Activities, cultural events, and walking tours play an important role in attracting visitors.



*Old Town's historic resources and ambiance draw visitors and locals to the community's attractions and businesses.*



*Well-designed visitor-serving uses including hotels and restaurants support historic tourism and generate sales and employment.*

The Urban Design Element addresses the design of new buildings and landscaping to ensure they are consistent with Old Town's historic character. The Mobility Element addresses pedestrian environment, transit access, adequate visitor parking and wayfinding signage that would help enhance the visitor experience. The Land Use Element identifies the major historic and cultural uses and sites and the Sub-Districts that encourage hotel and visitor related commercial uses.

## 6.1 Employment Uses

### **HOTEL AND VISITOR USES**

Hotel and visitor uses have a strong presence in Old Town San Diego with hotels that cater to business people, individual travelers, and family vacationers. While the community itself is a major tourist attraction, its location close to the airport, freeways, transit, beaches, Sea World, and Downtown contribute to visitors staying within Old Town.

### **RETAIL GOODS AND SERVICES USES**

San Diego Avenue has historically functioned as a “main street” for Old Town San Diego with storefront businesses that foster a vibrant public realm and pedestrian activity. Retail uses, including sales of crafts and art, and restaurants and cafes that cater primarily to visitors. Authentic design that enhances the public realm and strengthens the visual and pedestrian connection with the State Historic Park will attract visitors and support the community’s sense of place.

### **OFFICE USES**

Office uses are also drawn to Old Town San Diego by the historical ambiance and stimulating environment. The Community has a variety of office users including professional businesses and government offices that assist in supporting local retail and restaurant businesses.



*Retail, goods and services uses can foster engagement with the community while supporting businesses and artisans.*

### **POLICIES**

- EP-1.1** Promote Old Town San Diego as a historic and cultural heritage tourism destination.
- EP-1.2** Promote an atmosphere that attracts craftsmen and artisans who could live, work, and sell their products.
- EP-1.3** Encourage guided and self-guided walking tours.
- EP-1.4** Support special events and entertainment activities that emphasize the historic qualities of the community and do not detract the community’s historic character or negatively affect adjacent residential uses.
- EP-1.5** Encourage the use of tourism-related local funding sources to promote Old Town San Diego nationally and internationally as a cultural heritage tourism destination.
- EP-1.6** Encourage the use of local, state, and federal programs to incentivize the retention of small local businesses within Old Town San Diego.
- EP-1.7** Support the quality of exhibits and the character of buildings and landscaping within Old Town San Diego to support historic and cultural heritage tourism.



*Office uses in Old Town support diverse business activity and provide customers for retail and restaurants.*



*Old Mission Olive Works Company, 1928.*



## 7

# PUBLIC FACILITIES, SERVICES & SAFETY

- 7.1 POLICE, FIRE AND RESCUE
- 7.2 EDUCATION AND LIBRARY
- 7.3 UTILITIES
- 7.4 MAINTENANCE,  
LANDSCAPING AND  
LIGHTING
- 7.5 WATER AND SEWER  
INFRASTRUCTURE
- 7.6 HEALTH AND SAFETY

## 7. Public Facilities, Services & Safety

### GOALS

- Provision of public facilities to serve the existing and future residents and employees living and working in Old Town San Diego.
- Provision of maintenance, landscaping, and lighting to serve the existing and future residents and employees living and working in Old Town San Diego.
- A safe and livable environment by ensuring development reduces and avoids risks posed by geologic, seismic, and hazard materials conditions as part of the planning, design, and construction process.



*Installation and maintenance of landscaping serves to enhance the public realm of Old Town San Diego.*

### INTRODUCTION

The Public Facilities, Services and Safety Element addresses public facilities and services for Old Town San Diego and health and safety issues affecting the community. The Community Plan discussion and policies supplement the city-wide public facilities, services, and safety goals and policies in the General Plan. Public facilities and services related discussions and policies are also interspersed within other Community Plan elements. The Recreation Element addresses parks and recreation facilities.



*Infrastructure repair and improvements in the community should incorporate Sombrero Buff concrete sidewalks that complement Old Town's pre-1871 character.*

### 7.1 Police, Fire and Rescue

Police, fire, and rescue services contribute to livability and safety. Fire Station No. 20, within the Midway – Pacific Highway community, and Fire Station No. 8, within the Uptown community, serve the Old Town San Diego community. The Police Department's Western Division Station, which serves Old Town, is located within the Linda Vista community.

### POLICIES

- PF-1.1 Maintain Old Town's existing level of police and fire/rescue service.
- PF-1.2 Maintain a community relations program between police, residents and property owners.

## 7.2 Education and Library

San Diego Unified School District provides public education services to Old Town San Diego. Students from Old Town San Diego have the option to attend San Diego Unified School District Kindergarten to 12th grade schools in Midway – Pacific Highway, Peninsula, Uptown and Downtown, as shown in Box 7-1. The Ballard Parent Center is a Parent Outreach and Education Department located in the former Fremont Elementary School building.

The Point Loma/Hervey Library in the Peninsula community and the Mission Hills Library in the Uptown community provide libraries services to the Old Town San Diego community. Additionally, the Central Library in Downtown is accessible from Old Town via the trolley.

### **POLICIES**

- PF-2.1** Support a process to allow the public to have the opportunity to guide long-term uses of publicly owned community-serving facilities.
- PF-2.2** Support the funding and creation of a new Mission Hills library to build the library standard and extend existing resources.
- PF-2.3** Support the extension of library hours, expansion of book and periodical collections, and hiring of additional staff as necessary to provide adequate access to a full range of materials.



*Undergrounding utility lines along the community's major street corridors reduces the visual impact of these facilities and enhances the community's historical character.*



*The location of utility boxes on private property provides a clear pedestrian path of travel and allows for screening these boxes with landscaping.*

## 7.3 Utilities

San Diego Gas & Electric Company (SDG&E) provides gas and electricity utility services. Overhead wires detract from the historical aesthetic character of Old Town. However, undergrounding utility lines can result in the installation of ground-mounted transformers on sidewalks.

### **POLICIES**

- PF-3.1** Locate transformers and other utility boxes on private property when feasible to minimize accessibility and visual impacts.
- PF-3.2** Encourage SDG&E to locate or relocate pad-mounted transformers and other utility boxes outside of the public right-of-way through the execution of utility easements.

## 7.4 Maintenance, Landscaping and Lighting

The Urban Design and the Mobility Elements contain policies to enhance the pedestrian environment and the public realm with pedestrian-oriented lighting and street landscaping. Pedestrian-oriented lighting gives people greater visibility and safety and supports activity in the Core. The City provides standard street/pedestrian lighting at intersections, trash removal, street sweeping, street tree trimming, and maintenance efforts within the public right-of-way. Additional installation and maintenance of pedestrian lighting and landscaping require funding and coordination beyond the City's standard level of service.

The Old Town San Diego Chamber of Commerce administers the Old Town San Diego Business Improvement District (BID) which provides funding for additional street cleaning, street-tree planting and trash removal in support of the business community. Property and Business Improvement Districts or Maintenance Assessment Districts, such as the Old Town BID, can provide property owners as well as business owners with the opportunity use assessments to pay for improvements, maintenance, services and activities beyond City standard services in a specific areas or the entire community.

### POLICIES

- PF-4.1 Support installation of pedestrian lighting to ensure that the Core and corridor and connector sidewalks have an increased level of street lighting that is consistent with Old Town's historical character.
- PF-4.2 Support the establishment of a Property and Business Improvement District or a Maintenance Assessment District to install and maintain landscaping and pedestrian lighting and provide maintenance services beyond City standard services.

## 7.5 Water and Sewer Infrastructure

The City plans, monitors and maintains the water and sewer system on an ongoing basis to ensure adequate service, and infrastructure replacement projects can take years to plan and bring to construction. Early and regular community coordination is an important component of careful planning and execution of infrastructure projects that can ensure that potential effects on historical resources, community character, and events in Old Town are addressed.

### POLICIES

- PF-5.1 Collaborate and coordinate with the Old Town community and other stakeholder entities when planning and executing infrastructure improvements to preserve historical and archaeological resources and community character and prevent impacts to community events.



*Pedestrian-oriented street lighting that is appropriate with Old Town's pre-1871 historical styles helps provide an enhanced sense of place.*

## 7.6 Health and Safety

### **HAZARDOUS MATERIALS**

Gasoline, oil and auto repair facilities were formerly located along major roadways in Old Town, including San Diego Avenue, Congress Street, Taylor Street and Pacific Highway. Site remediation related to past heavy commercial or industrial, when required as part of the project approval based on the proposed use and the property existing conditions, will reduce issues associated with potential ground contamination for new residential uses and other uses considered sensitive receptors.

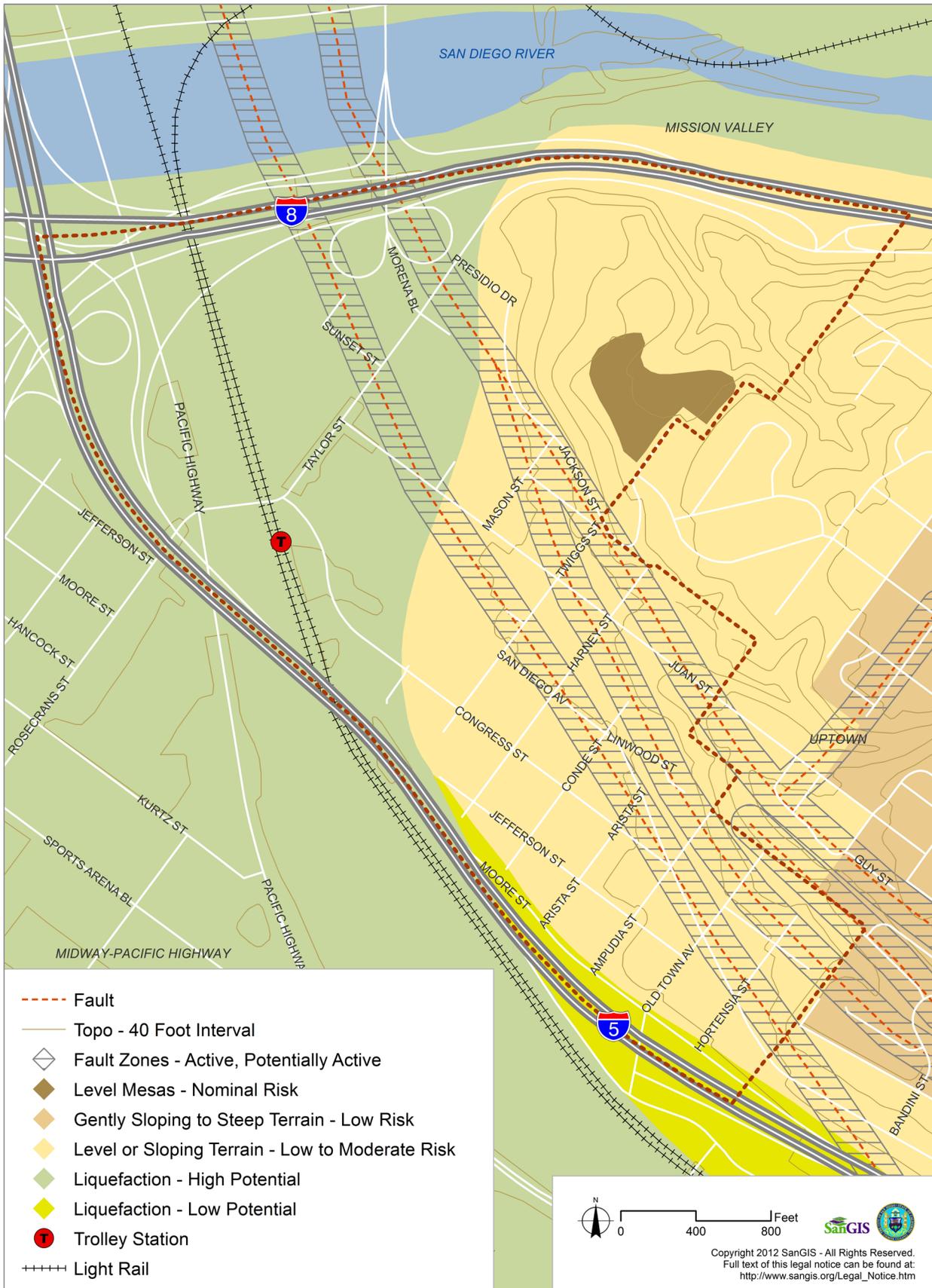
### **GEOLOGIC AND SEISMIC HAZARDS**

Artificial fill placed decades ago with minimal to no engineering controls underlies approximately 40 percent of the community's western portion. The potential for liquefaction is considered high in artificial fill areas. Liquefaction occurs when soil loses strength and stiffness in response to applied stress. The active/potentially active Rose Canyon fault zone underlies Old Town San Diego trending north-south and northwest-southeast as shown on Figure 7-1. The City requires development projects provide geologic investigations within high liquefaction hazard zones and appropriate mitigation measures.

### **POLICIES**

- PF-6.1** Seek State and Federal funding, incentives, and other assistance for hazardous materials site remediation as needed.
- PF-6.2** Protect public health and safety through the application of effective seismic, geologic, and structural considerations.
- PF-6.3** Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.
- PF-6.4** Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs.
- PF-6.5** Provide passive public space and landscaped areas as part of development projects where active faults preclude the construction of new buildings.

FIGURE 7-1: GEOLOGIC AND SEISMIC HAZARDS





# 8

## RECREATION

### 8.1 POPULATION-BASED PARKS AND RECREATION FACILITIES

## 8. Recreation Element

### GOALS

- Parks and recreational facilities that provide recreation for Old Town San Diego residents and help preserve, protect, and enhance the community's natural, cultural and historic resources.
- The preservation, protection, and enhancement of the integrity and quality of parks and recreation programs in Old Town San Diego.
- Parks and recreational facilities that are accessible by pedestrians and bicyclists with connections to regional recreation and open space areas.

### INTRODUCTION

Public Parks within Old Town San Diego are rich in historical and cultural heritage, and reflect the community's character as the birthplace of California. Old Town San Diego's small blocks and grid street network allow residents, employees and visitors to walk or bicycle to Old Town San Diego's parks and recreation center. The parks are a major component of the community's land use fabric and the pedestrian and bicycle system. The resource-based Presidio Park and the adjacent San Diego River Park provide residents with an opportunity to access regional bicycle and pedestrian trails. Old Town's parks and recreational facilities enhance the community's historic character, support livability, and provide opportunities for social interaction and spaces for passive and active recreation.

The Recreation Element aims to capitalize on the Community's location, history, and walkability. The Community Plan seeks to enhance Old Town San Diego's pedestrian environment by strengthening connections between residential sub-districts, the parks and recreation center within Old Town, and the San Diego River Park.

The Recreation Element policies coincide with the Urban Design Element and the Mobility Element that seek to reinforce the public realm by emphasizing walking and bicycling, and strengthening linkages between the different parks and the recreation center in the community, and the San Diego River Park.

The Recreation Element focuses on population-based parks and recreation facilities that serve the recreational needs of Old Town San Diego residents. The resource-based Presidio Park, County of San Diego's Heritage Park, and the Old Town State Historic Park are major visitor-serving parks for the community and the San Diego region that contain important historic landmarks. While these parks are significant community assets, they are not counted towards Old Town's population-based parks since these parks serve the citywide population and visitors.

The resource-based Presidio Park, the Old Town State Historic Park and the County of San Diego's Heritage Park are addressed in multiple elements of the Community Plan. These parks constitute large components of the land use fabric and are addressed as part of the sub-districts in the Land Use Element. The historic and cultural resources within the parks are addressed in the Historic Preservation Element, and the heritage tourism aspects of the parks are addressed in the Economic Prosperity Element.



*The Presidio Community Park provides residents with opportunities for active recreation.*

## 8.1 Population-Based Parks and Recreation Facilities

As the birthplace of the City and State, the enhancement of parks and recreation facilities will respect the community's historic character and scale while still meeting the diverse recreational needs of residents. The General Plan establishes minimum standards and guidelines for population-based parks and recreation facilities. The Community Plan establishes the future residential population-based park and recreation facilities requirements for the community using the anticipated household population, as explained in Box 9-1.

### BOX 8-1: GENERAL PLAN PARK AND RECREATION FACILITIES STANDARDS

The General Plan Park and Recreation Facilities Standards require the following acreage for population-based parks, recreation centers and aquatic complexes based on the total residential population of the community (based on the planning horizon).

#### Population-Based Parks

- A minimum of 2.8 useable acres per 1,000 residents.
- A total household population of 1,185 results in 3.32 acres of population-based parks to meet General Plan standards for Community and Neighborhood Parks.

#### Recreation Center

- A minimum of 17,000 square feet per recreation center to serve a population of 25,000.
- A total household population of 1,185 residents results in a 7 percent of a 17,000 square feet (1,090 square feet) recreation center to meet General Plan standards.

#### Aquatic Complex

- An aquatic complex serves a population of 50,000.
- A total household population of 1,185 residents results in a 2 percent of an aquatic complex to meet General Plan standards.

Population-based parks and recreation facilities are located within close proximity to residents and intended to serve the daily needs of the community, see Figure 9-1. Population-based parks in Old Town consist of the Presidio Community Park and the El Campo Santo Pocket Park, summarized in Table 9-1, which meet the community's park acreage requirements. These population-based parks will continue to serve Old Town San Diego's residential population park and recreational needs. The Community Plan envisions enhancing the recreational experience and accessibility of the parks and recreational facilities within Old Town San Diego and identifies potential improvements. The community will provide guidance on the type, location, and design of any specific improvements.



*The Presidio Community Park, a population-based park, also provides open space and passive recreation amenities for residents.*



*The Presidio Recreation Center offers residents space to play sports as well as organized lessons and activities.*

**TABLE 8-1: POPULATION-BASED PARKS SUMMARY**

Existing Population-Based Parks	Useable Park Acres
Presidio Community Park (Community Park and Recreation Center)	3.15 Acres
El Campo Santo Pocket Park (Neighborhood Park)	0.28 Acres
Total Population-Based Park Acreage	3.43 Acres
Total Park Acreage Needs for Planning Horizon	3.32 Acres
Population-Based Park Acreage Surplus (Above General Plan Standards)	+0.11 Acres



*Improved accessibility to the passive recreational area in El Campo Santo Pocket Park will allow more residents and visitors to enjoy its amenities.*

### PRESIDIO COMMUNITY PARK

Presidio Community Park was developed in 1946 and is approximately 12.21 acres, of which approximately 9.06 acres are leased as a golf course. The golf course clubhouse is the oldest adobe dwelling in San Diego, built in 1802 and is known as the Casa de Carrillo. The remaining 3.15 acres are allocated as a population-based park that contains a softball field, picnic area, a parking lot, a basketball court, passive lawn areas and the recreation center for residents. Presidio Community Park provides recreational programs and activities for population of diverse ages offered by the Park and Recreation Department. Youth and adult sports leagues also use the softball field and the recreation center.

Improvements to the Presidio Community Park could include a new outdoor children's play area, enhancements to the picnic area, the installation of pedestrian-oriented lighting and native landscaping, and the replacement of chain link fencing with fencing consistent with the community's historical character where appropriate. A public sidewalk along Jackson Drive connecting to Mason Street and sidewalk along Taylor Street toward Mission Valley to improve park access for residents are addressed in the Mobility Element.

### EL CAMPO SANTO POCKET PARK

El Campo Santo Pocket Park, approximately 0.28 acres, is the Old Spanish Cemetery laid out by the Catholic Parish of the Immaculate Conception in 1840. This pocket park contains benches for relaxation and interpretive signage that helps residents and visitors to understand its importance to the community's history as a burial site representative of the Mexican and American period between 1840 and 1880. The Community Plan envisions improving accessibility of El Campo Santo Pocket Park. Potential accessibility improvements could include a new ramp into the park from Linwood Street or increasing the width of the sidewalk along San Diego Avenue to allow the installation of a pedestrian ramp, without detracting from the historic character of the site. A ramp to the entrance of the park and a landing area made of porous paving would allow people with assisted mobility devices to access the park, to enjoy the passive recreation it provides, and make use of the interpretive signs. Other improvements to the pocket park could include installing additional benches and enhancing the interpretive signage where appropriate, consistent with the historic character of El Campo Santo.

**PRESIDIO COMMUNITY PARK RECREATION CENTER**

The Presidio Community Park recreation center is approximately 5,300 square feet in size and consists of an office space, a kitchen and two indoor basketball courts. Expanding the recreation center could provide additional building space for other community needs such as multi-purpose rooms, office space and equipment storage.

**AQUATIC FACILITY**

The Old Town San Diego community will share an aquatic complex with the Midway – Pacific Highway, Ocean Beach and Peninsula communities. The Aquatic Complex at the Liberty Station - NTC Park will provide pools and supporting facilities that could include a pool building with a reception area, restroom, showers, meeting rooms, lockers and storage.



*The Presidio Community Recreation Center could be expanded to allow additional activities.*



*The enhancement of El Campo Santo Park with benches and interpretive signage would improve the neighborhood pocket park.*

**POLICIES**

- RE-1.1 Provide improvements to the Presidio Community Park that enhance its recreational value to the community that could include an enhanced children’s play area, walkways and an informational kiosk.
- RE-1.2 Seek community guidance on the type, location and design of any specific population-based park improvements to ensure consistency with Old Town San Diego’s historic character.
- RE-1.3 Encourage the replacement of chain-link fencing at Presidio Community Park with fencing consistent with Old Town’s historic character wherever possible given active recreation uses.
- RE-1.4 Ensure a balance of programmed and non-programmed uses as part of the community’s parks and recreational facilities that meets the needs of the Old Town San Diego residents.
- RE-1.5 Preserve, protect and enhance the El Campo Santo Pocket Park as a community cultural and historic resource.
  - a. Support the installation of additional benches and enhancements to the park’s interpretive signage, where appropriate.
  - b. Improve the accessibility of the El Campo Santo Pocket Park to allow people of all ages and abilities to access and use the park.
- RE-1.6 Enhance the recreational amenities of the Presidio Community Recreation Center by expanding the building footprint to provide additional multi-purpose rooms for community use.
- RE-1.7 Provide a shared aquatic complex at Liberty Station in the Peninsula Community to serve the Old Town San Diego, Peninsula and Midway-Pacific Highway communities.

FIGURE 8-1: POPULATION-BASED PARKS





*Casa de Lopez. Photo courtesy of Library of Congress, Prints & Photographs Division, HABS CAL,37-OLTO,3--3.*

# 9

## CONSERVATION

## 9. Conservation

### GOAL

- Sustainable development consistent with the community's historic character.

The concepts of conservation and sustainability address the relationship of the built environment to the natural environment, and the environmental benefits that can be obtained through sustainable development. The General Plan's Conservation Element identifies the following goals: for the City of San Diego to become an international model of sustainable development; and to provide for the long-term conservation and sustainable management of the City's natural resources which define the City's identity, contribute to its economy, and improve its quality of life. Sustainable development in Old Town will incorporate building features and streetscape design that reduce energy and water consumption, improve water and air quality, reduce waste, and preserve natural features.

Sustainable features can be designed to maintain Old Town's community's character as well as conserve natural resources. In order to convey the importance of resource conservation and sustainable building and site design, conservation policies have been incorporated into the Urban Design Element in the Building Design: Sustainability, Site Design, Landscaping, Streetscape, and Street Corridors and Gateways sections.

As the birthplace of California, the conservation of Old Town San Diego's historic buildings and sites is essential to preserving its historic character and cultural heritage. The Historic Preservation Element addresses the conservation of historical and cultural resources in Old Town.



*Reducing the use of impervious surfaces by incorporating native and drought-tolerant landscaping areas into site design can help minimize storm water runoff.*



*Thick building walls, clay tile roofs, and shade-providing porticos help reduce solar heat gain.*



*Site design that incorporates storm water bio-retention or filtration features that manage storm water runoff should be designed to be compatible with Old Town's historic character.*



# 10

## NOISE & AIR QUALITY

- 10.1 NOISE
- 10.2 AIR QUALITY

## 10. Noise & Air Quality

### GOAL

- Consider existing and future exterior noise levels when planning and designing developments with noise sensitive uses to avoid or attenuate excessive noise levels.



*The periphery of Old Town experiences high ambient noise due to its proximity to the I-5 and I-8.*



*Special events can significantly increase noise levels. Courtyards, like the one shown above, can help keep event noise from spilling over into other, more sensitive areas.*

### INTRODUCTION

The General Plan provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses that will protect people living and working in the City from an excessive noise environment. The policies in the Community Plan focus on specific noise land uses compatibility issues. Noise sensitive land uses include residential and schools for children. The Land Use Element provides policies and recommendations for future residential with commercial and business park uses. The Urban Design element addresses building and site design, which can be used to avoid and attenuate excessive noise levels.

Old Town San Diego is a historic community with a mix of commercial and residential uses that is adjacent to major transportation facilities. Areas in the community near freeways and rail corridors experience higher ambient noise level. Figure 10-1 illustrates the future noise contours from freeways and rail lines. The noise contours do not reflect changes in noise levels due to topography such as the freeway elevation above ground level or other physical barriers including vegetation, walls, or buildings.

Community Noise Equivalent Level, or CNEL, is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear. The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. The General Plan specifies that noise levels at or below 70 dBA are conditionally compatible for multi-family residential uses if sound attenuation measures are included to reduce the interior noise levels to 45 dB. Typical attenuation measures are addressed in the General Plan and include air conditioning or mechanical ventilation systems, double-paned windows, and noise-reducing building insulation and building materials.

## 10.1 Noise

### COMMERCIAL ACTIVITY NOISE

Where residential and other sensitive receptor uses are present or proposed, the potential for noise impacts from commercial activities are important to evaluate, such as deliveries during late night and early morning hours, generate noise that can affect the nearby residential uses. Reducing the effect from commercial activity noise involves site planning and integrating noise attenuation measures in new buildings that will reduce interior sound levels.

### MOTOR VEHICLE TRAFFIC NOISE

Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Major roadways that include I-8, I-5, Pacific Highway, and Taylor Street are the primary sources of motor vehicle noise within the community. The Jefferson and Hortensia Sub-Districts have existing and planned residential uses adjacent to I-5. Noise from delivery trucks and coach buses driving within, or parked and idling along roads in the community can also be a source of annoyance for noise sensitive uses. Refer to General Plan policies NE.B.1 through NE. B.8.



*High vehicle speed, volume of cars, and mix of vehicles contribute to the higher noise levels.*



*Rail transportation noise can be minimized by implementation of grade-separated rail crossings.*

### RAIL NOISE

Freight trains, intercity rail (Amtrak), commuter rail (Coaster), and light rail transit (Trolley) can generate high, relatively brief, intermittent noise events within the community in the vicinity of at-grade rail crossings where horns and crossing bells are sounded. Federal regulations require trains to sound their horns at all roadway-rail grade crossings. Horns, whistles and bells on the moving trolley vehicles, and horns from freight trains, combined with stationary bells at grade crossings can generate excessive noise levels that can affect noise sensitive land uses. To minimize excess train horn noise, the federal government allows the establishment of train horn “quiet zones.” This requires the implementation of safety measures to compensate for the loss of the train horn usage. Additionally, the Mobility Element supports roadway-rail grade separation since this will eliminate the need for bells and horns at the existing grade crossing which will reduce the noise level.

### EVENT NOISE

Special events can provide benefits to the community’s residents and businesses through the creation of unique venues for entertainment and culture. Special events at the Core area of the community have the potential to generate noise to adjacent uses. The noise level for special events within the Core area is highly variable depending on the event.

**POLICIES**

- NE-1.1** Support the establishment of a train horn “quiet zone” at the Taylor Street at-grade rail crossing as an interim measure to road-rail grade separation.
- NE-1.2** Ensure that any future residential and other noise-sensitive land uses within or adjacent to the Core Sub-District are compatible with the special events-related noise.
- NE-1.3** Ensure that any future residential and other noise-sensitive land uses adjacent to I-5 and I-8 adequately attenuate freeway noise.
  - a.** Ensure that any private open space provided for residential and other noise-sensitive land uses, such as balconies or patios, is shielded from noise sources through careful site planning and/or other measures.
- NE-1.4** Ensure commercial loading zones are carefully located to minimize impacts to sensitive receptors.



*The Mobility Element supports roadway-rail grade separation that will improve safety and eliminate the need for bells and horns at the existing grade crossing, reducing the noise level.*



*Air quality is important to fostering a healthy living and working environment in Old Town. Old Town's freeway adjacency requires development to incorporate building design that protects sensitive receptor uses from the effects of air pollution.*

**10.2 Air Quality**

Interstates 5 and 8 are primary source of air pollution that affects Old Town. Old Town's residential uses existed before the freeways were constructed. The Community Plan recognizes the importance of Old Town as a residential community. Air pollution diminishes as distance from the freeway increases. For residential and other sensitive-receptor land uses within 500 feet of a freeway, building design features can minimize the effect of air pollution. Building features include individual dwelling ventilation systems with HEPA filters, careful location of HVAC intake vents away from pollution sources, and/or fixed windows facing the freeway.

**POLICIES**

- NE-2.1** Incorporate building features into new residential buildings located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.



# 11

## IMPLEMENTATION

- 11.1 KEY ACTIONS
- 11.2 FUNDING MECHANISMS
- 11.3 PRIORITY PUBLIC IMPROVEMENTS AND FUNDING

## 11. Implementation

The Old Town San Diego Community Plan establishes a vision and policies to guide future development of the community. The community plan will be used as a reference document for city staff, the community, public agencies, and private developers. The Old Town San Diego Planned District Ordinance implements the Community Plan land use and urban design policies for private development since Old Town San Diego has unique community-specific historical land use and urban design characteristics that the Citywide zoning regulation may not fully address. The Community Plan vision for the public realm will be implemented through different funding mechanisms, such as private development, city projects, and other agencies' projects. The Implementation chapter identifies the action items and agencies responsible for realizing the plan's vision in Table 11-1. The implementation of the Community Plan will require partnerships between various public agencies, including the San Diego Association of Governments (SANDAG), California Department of Transportation (Caltrans), Metropolitan Transit System (MTS), and the public. The Community Plan recommends potential funding mechanisms to pursue to viably finance the implementation of the Community Plan.

### 11.1 Key Actions

- Regularly update the Infrastructure Financing Strategy for the public improvements identified in the Community Plan.
- Implement facilities and other public improvements in accordance with the Infrastructure Financing Strategy.
- Pursue local, state and federal grant funding to implement unfunded needs identified in the Infrastructure Financing Strategy.
- Pursue formation of maintenance Assessment District(s), as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

### 11.2 Funding Mechanisms

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Impact fees for new development
- Requiring certain public improvements as part of new development
- Establishing maintenance assessment district(s), or property and business improvement district(s) for streetscape, lighting, sidewalk improvements.

### 11.3 Priority Public Improvements and Funding

Public improvements described in this community plan vary widely in range and scope. Some can be implemented incrementally as scheduled street maintenance or private development occurs, and others will require significant capital funding from city, state, regional, and federal agencies. Grants and other sources of funding should be pursued wherever possible. A complete list of projects is included in the Infrastructure Financing Strategy.



*The Old Town Community Plan's vision and policies will be implemented through a number of different mechanisms, including City public improvement projects.*

**TABLE 11-1: IMPLEMENTATION ACTION MATRIX**

No.	Element Actions	Policy	Responsible Departments / Agencies	Time Frame
<b>Sidewalk and Pedestrian Improvements</b>				
1	Create a pedestrian connection along Taylor Street north of Presidio Drive to improve access to the northeast portion of Presidio Park.	LU-3.6	City of San Diego, Caltrans	Mid-term
2	Increase the sense of linkage to the State Historic Park by providing an emphasized transition into the Core.	LU-5.2	City of San Diego	Short-term
3	Improve the pedestrian environment by enhancing pedestrian connections and accessibility between historic and cultural attractions, parks, and the Old Town Transit Center.	ME-1.1	City of San Diego, MTS, State of California	Short-term
4	Work with Caltrans and SANDAG to improve the pedestrian connections to adjacent communities at the freeway underpasses at Morena Boulevard, Pacific Highway, and Rosecrans Street and at the Old Town Avenue bridge.	ME-1.3	Caltrans, SANDAG, City of San Diego	Short-term
5	Enhance pedestrian accessibility within the public right-of-way.	ME-1.4	City of San Diego, adjacent property owners	Short-term
	Remove utility poles and other barriers within the pedestrian path of travel.			
	Work with utility companies to relocate above-ground utility boxes out of the public right-of-way.			
	Install, replace, and retrofit pedestrian ramps, ensuring that these do not detract from the historical character of the community.			
	Work with property owners to remove curb cuts that are not in use.			
<b>Transit Services and Facilities</b>				
1	Work with SANDAG and MTS to support and incorporate transit infrastructure and service enhancements for Old Town San Diego in the Regional Transportation Plan as funded improvements that complement the community's historic character.	ME-3.1	SANDAG, MTS, City of San Diego	Mid-term
2	Enhance the environment at the Old Town Transit Center through installation of additional shelters, additional seating, lighting, and landscaping consistent with the 1846-1871 Early American Period.	ME-3.2	SANDAG, MTS	Short-term
3	Work with MTS to support the installation of benches and shelters that reflect Old Town's pre-1871 character at the bus stops along Taylor Street.	ME-3.4	MTS, City of San Diego	Short-term
4	Work with MTS to discourage the placement of advertising at benches and shelters located at the Old Town Transit Center and at the bus stops within Old Town, which is not consistent with the pre-1871 community character.	ME-3.5	MTS, City of San Diego	Short-term
<b>Roadway Infrastructure</b>				
1	Coordinate with SANDAG and Caltrans to improve freeway on- and off-ramps through redesign and/or reconfiguration to reduce congestion and cut-through traffic on local streets in a manner that does not detract from the community's historic character.	ME-6.5	SANDAG, Caltrans, City of San Diego	Mid-term
2	Improve Taylor Street with non-contiguous sidewalks, street trees, parkway landscaping, bicycle lanes, and storm water bio-retention/ filtration elements.	ME-6.6	City of San Diego	Mid-term
3	Retrofit Pacific Highway with non-contiguous sidewalks, cycle tracks, street trees, parkway landscaping, and storm water bio-retention/ filtration elements.	ME-6.7	City of San Diego	Mid-term
4	Improve Congress Street by installing pedestrian-oriented lighting and wayfinding signage.	ME-6.8	City of San Diego	Mid-term

**TABLE 11-1: IMPLEMENTATION ACTION MATRIX (CONTINUED)**

No.	Element Actions	Policy	Responsible Departments / Agencies	Time Frame
5	Improve San Diego Avenue with wider sidewalks, street trees, parkway landscaping, and installation of measures to enhance pedestrian access to the State Historic Park at Twiggs Street.	ME-6.9	City of San Diego, adjacent property owners	Mid-term
6	Improve Juan Street with additional pedestrian-oriented lighting, crosswalks at Wallace Street and Mason Street, and wayfinding signage.	ME-6.10	City of San Diego	Mid-term
7	Improve Old Town Avenue with wider sidewalks, street trees, parkway landscaping, pedestrian-oriented lighting, bicycle facilities and wayfinding signage.	ME-6.11	City of San Diego, adjacent property owners	Mid-term
8	Enhance the intersections of Old Town Avenue with Moore Street and Hancock Street.	ME-6.12	City of San Diego	Mid-term
9	Coordinate with Caltrans and SANDAG to incorporate wider sidewalks and bicycle lanes on the Old Town Avenue bridge should it be renovated or reconstructed.	ME-6.13	City of San Diego, Caltrans, SANDAG	Long-term
10	Provide grade separation of the at-grade railroad crossing at Taylor Street in order to enhance pedestrian, bicyclist and vehicular circulation.	ME-6.14	City of San Diego, SANDAG, MTS	Long-term
11	Seek regional, state, and federal funding for improvements at the Taylor Street at-grade rail crossing to address pedestrian and bicyclist safety and accessibility.	ME-6.15	City of San Diego, SANDAG, MTS	Mid-term
12	Retrofit visitor-serving parking lots to incorporate storm water management features that are reflective of Old Town's pre-1871 community character, such as permeable paving, bioretention areas or bioswales, and vegetated filter strips with native plant species as landscaping.	UD-4.24	City of San Diego, State of California, County of San Diego	Mid-term
13	Incorporate a consistent selection of street trees and parkway landscaping to establish strong, recognizable themes along the identified street corridors, including San Diego Avenue, Old Town Avenue, Taylor Street, Congress Street and Juan Street.	UD-7.3	City of San Diego, adjacent property owners	Mid-term
14	Install historic style double lantern pedestrian lighting along sidewalks.	UD-7.15	City of San Diego, adjacent property owners	Mid-term
15	Incorporate streetscape enhancements along Taylor Street that commemorate the historic La Playa Trail and the San Diego River that help define the character of this major entry point. These improvements should include storm water management features.	UD-8.3	City of San Diego, State of California, adjacent property owners	Mid-term
16	Retrofit Pacific Highway to serve as a boulevard street providing a strengthened linkage from the San Diego River Park into Old Town San Diego and to Downtown. These improvements should include storm water management features.	UD-8.4	City of San Diego, State of California, adjacent property owners	Mid-term
17	Incorporate streetscape enhancements along Congress Street to help promote pedestrian activity and guide visitors between the Old Town Transit Center, and the Old Town State Historic Park.	UD-8.5	City of San Diego, State of California, adjacent property owners	Mid-term
18	Enhance San Diego Avenue's character as Old Town's pedestrian-friendly main street to provide a strengthened connection between the Old Town San Diego State Historic Park and the Core Sub-District.	UD-8.6	City of San Diego, adjacent property owners	Mid-term
19	Incorporate streetscape enhancements along Juan Street to improve the pedestrian environment and strengthen the connection between the Old Town San Diego State Historic Park, Presidio Park and Heritage Park.	UD-8.7	City of San Diego, adjacent property owners	Mid-term

**TABLE 11-1: IMPLEMENTATION ACTION MATRIX (CONTINUED)**

No.	Element Actions	Policy	Responsible Departments / Agencies	Time Frame
20	Incorporate streetscape enhancements into Old Town Avenue that help provide a sense of arrival into the community with particular emphasis at its intersection with Moore Street.	UD-8.8	City of San Diego, adjacent property owners	Mid-term
<b>Bicycle Improvements</b>				
1	Enhance bicycle connections between historic and cultural attractions, Old Town Transit Center, the regional bicycle network, and the San Diego River Park, as shown in Figure 4-4.	ME-2.1	City of San Diego	Short-term
2	Provide bicycle facilities and amenities that enhance the bicycle environment and are consistent with the community's historic character.	ME-2.2	City of San Diego, adjacent property owners	Short-term
3	Work with Caltrans to improve bicycle connections to adjacent communities and reduce conflicts with motor vehicles at the freeway underpasses at Morena Boulevard, Pacific Highway, and Rosecrans Street and at the Old Town Avenue bridge.	ME-2.3	City of San Diego, Caltrans	Mid-term
<b>Wayfinding</b>				
1	Install wayfinding signage to identify pedestrian paths leading into Presidio Park and to guide pedestrians to those paths.	LU-3.5	City of San Diego	Short-term
<b>Parking</b>				
1	Discourage the use of the Old Town Transit Center as a remote parking for the San Diego International Airport and as an overflow employee parking area for business and government offices and facilities near Old Town.	ME-4.3	MTS, SDCRAA, Caltrans, State of CA, Old Town Chamber of Commerce	Short-term
2	Prevent the net loss of existing on-street and publicly owned off-street parking spaces.	ME-4.4	City of San Diego	Short-term
3	Encourage employees and visitors to use transit and other transportation alternatives to single-occupancy vehicle use to reduce parking demand.	ME-4.6	SANDAG, Old Town Chamber of Commerce	Short-term
4	Encourage the management of tour/coach bus parking spaces in the public right-of-way and publicly owned parking facilities. <ul style="list-style-type: none"> <li>a. Encourage the creation of a passenger loading and unloading area at the Old Town Transit Center for coach/tour buses.</li> <li>b. Coordinate with tour/couch buses operators to load and unload passengers at the Old Town Transit Center and other appropriate locations.</li> <li>c. Consider appropriate locations for on- and off-street parking for tour/coach buses within the Taylor Sub-District.</li> </ul>	ME-4.7	MTS, City of San Diego, Old Town Chamber of Commerce	Short-term
5	Provide adequate parking supply to meet existing and future parking demand from transit riders and State Park visitors.	ME-4.9.a	SANDAG, MTS, State of CA	Short-term
6	Provide adequate parking supply to meet future parking demands related to planned Trolley system expansions.	ME-4.9.b	SANDAG, MTS	Short-term
<b>Recreation</b>				
1	Provide improvements to the Presidio Community Park that enhance its recreational value to the community that could include an enhanced children's play area, walkways and an informational kiosk.	RE-1.1	City of San Diego	Short-term
2	Improve the accessibility of the El Campo Santo Pocket Park to allow people of all ages and abilities to access and use the park.	RE-1.5.b	City of San Diego	Short-term
3	Enhance the recreational amenities of the Presidio Community Recreation Center by expanding the building footprint to provide additional multi-purpose rooms for community use.	RE-1.6	City of San Diego	Mid-term

**TABLE 11-1: IMPLEMENTATION ACTION MATRIX (CONTINUED)**

No.	Element Actions	Policy	Responsible Departments / Agencies	Time Frame
4	Provide a shared aquatic complex at Liberty Station in the Peninsula Community to serve the Old Town San Diego, Peninsula and Midway-Pacific Highway communities.	RE-1.7	City of San Diego	Mid-term
Noise				
1	Support the establishment of a train horn “quiet zone” at the Taylor Street at-grade rail crossing as an interim measure to roadway-rail grade separation.	NE-1.1	City of San Diego, SANDAG, Rail Operators	Mid-term
Historic Resources				
1	Provide interim protection to the George Marston Potential Historic District identified in the Old Town Historic Resources Survey until such time as it can be intensively surveyed, verified, and brought forward for Historic Designation consistent with City regulations and procedures.	HP-2.4	City of San Diego	Short-term



